

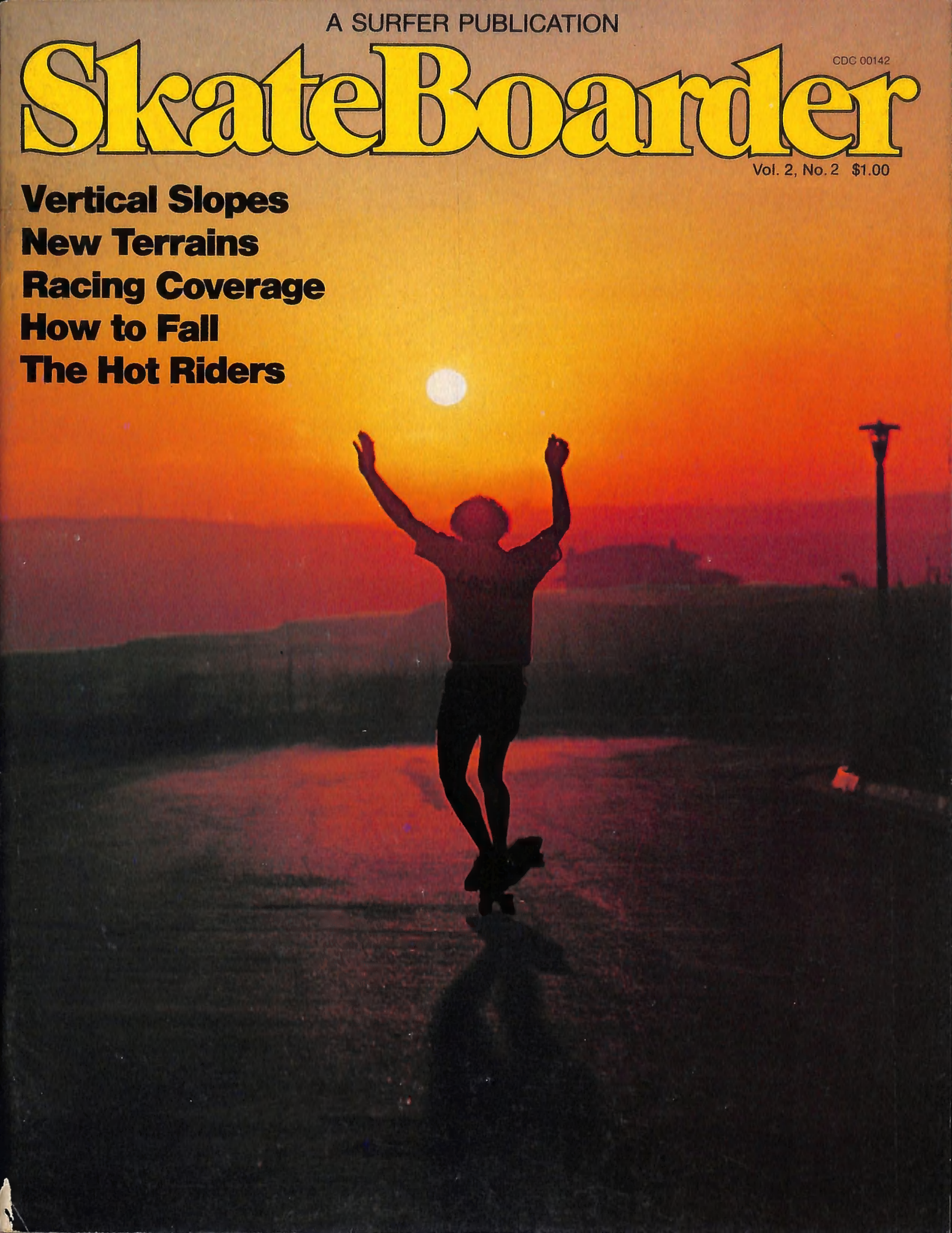
A SURFER PUBLICATION

SkateBoarder

CDG 00142

Vol. 2, No. 2 \$1.00

Vertical Slopes
New Terrains
Racing Coverage
How to Fall
The Hot Riders





Denis Schufeldt, aside from being a yoga instructor, is the fastest man alive on a skateboard. Denis uses yoga control over mind and body to develop body fairing techniques that increase his speed to an unbelievable level. We do not recommend these high-speed downhill runs to anyone! We do want to point out that Bahne boards have been successfully used and proven under the most incredible circumstances. Photo: WB.

The All New Bahne . . .

is bad news for the rest of the industry still trying to copy our old ideas, but . . . good news for the professional and high-performance skateboarders the world over who have been waiting for a meaningful breakthrough in skateboard equipment.



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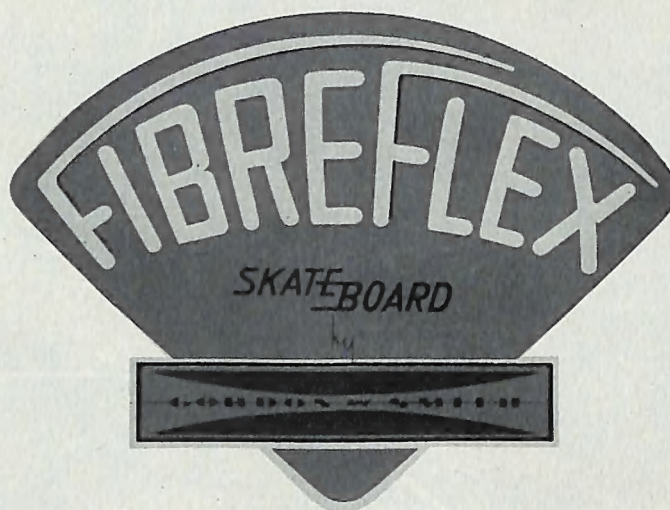
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two ways to outperform



Steve Cathey, freeform artist.



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Freestyle



Pro slalom

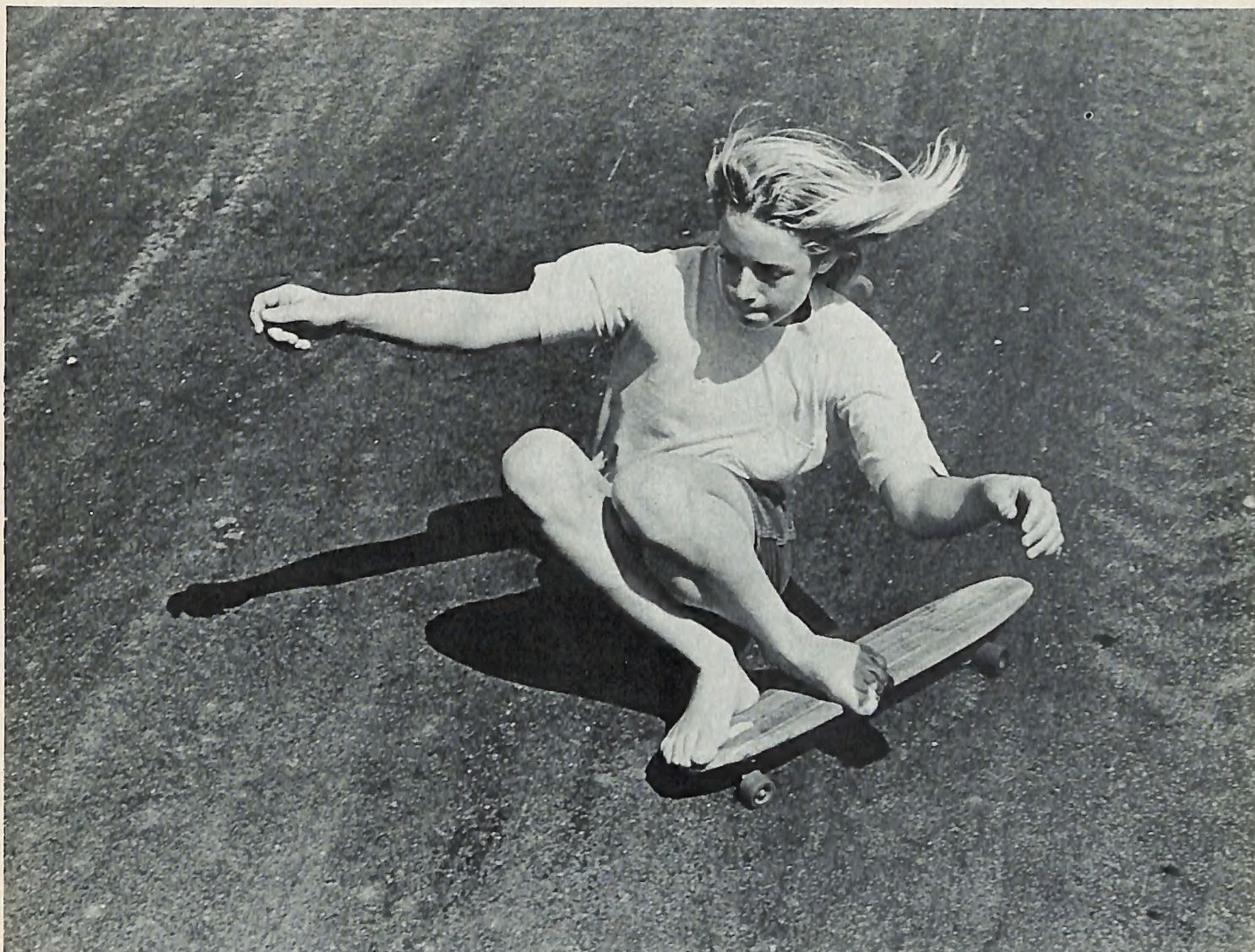


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Fluent style monster Greg Weaver dances down hills. His heat wave section in the Wills/Weaver film is the most esoterically cosmic I've seen yet. K. L.

SkateBoarder

Vol. 2, No. 2 Fall 1975

ON THE COVER:
Brad Logan, Sundance.

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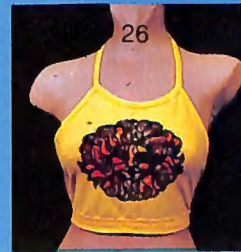
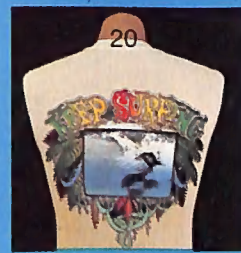
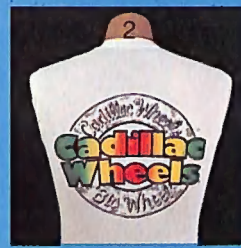
Roller Sports, Sure Grip and Metaflex have a combined total of over 40 years skateboard manufacturing knowhow invested in developing the products pictured above. They must have done a great job because copies are everywhere. However, most of the copies have been in existence less than a year. You've seen the results — wheels and trucks that fall apart, won't stay adjusted, and wear out. We know that we have been unable to supply enough of our fine products to everyone who wants them, but we cannot lower our quality in order to mass produce inferior products. Just hang in there. Keep nagging your dealer for the quality of Sure Grip Trucks, Metaflex or Roller Sports Wheels or send for our retail price list of skateboards, wheels and trucks. Oak St. now has over 400 dealers all over the world and we will send you the name of the one nearest you.

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- 4 Ski Stoned (also: □ Ski Bare, □ Ski U.S.A.) □ SS only □ S □ M □ L □ XL
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- 8 Huntington Beach Pier, Cal. □ SS only □ Trestles SS only □ S □ M □ L □ XL
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- 10 Freedom □ SS □ LS □ C □ S □ M □ L □ XL
- 11 Sun Surfer □ SS □ LS □ C □ H □ S □ M □ L □ XL
- 12 Daisy Surfer □ SS □ LS □ C □ H □ S □ M □ L □ XL
- 13 Bird □ TD only □ S □ M □ L □ XL
- 14 Sea Shell □ TD only □ S □ M □ L □ XL
- 15 California Surfer □ SS □ LS □ C □ H □ S □ M □ L □ XL
- 16 Lightning Bolt, Hawaii (also: surfboards by □ Bing, □ Hobie, □ Gordon & Smith, □ Rick, □ W.A.V.E.) □ SS only □ S □ M □ L □ XL
- 17 Primo □ SS □ C □ S □ M □ L □ XL
- 18 Wave □ SS only □ S □ M □ L □ XL

- 19 California Skateboard □ SS □ LS □ C □ S □ M □ L □ XL
- 20 Keep Surfing □ SS □ C □ S □ M □ L □ XL
- 21 Surf U.S.A. □ SS □ C □ S □ M □ L □ XL
- 22 Ass't Florals □ SS □ LS □ C □ H □ S □ M □ L □ XL
- 23 Silhouette Surfer □ SS □ LS □ C □ S □ M □ L □ XL
- 24 Dynamic Surfer □ SS □ LS □ C □ S □ M □ L □ XL
- 25 Val Surf Skateboard Capital □ SS □ C □ S □ M □ L □ XL
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- BAHNE fiberglass skbd., □ 24" □ 27", \$34.95
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- Decals, 45¢: □ Pray for Surf, □ VAL SURF, □ Bing, □ G&S, □ Hansen, □ Hobie, □ O'Neill, □ Hollow W.A.V.E., □ Aloha Hawaii, □ Hang 5, Huntington, □ Pair foot prints, □ Kanvas by Katin, □ Lightning Bolt, Hawaii

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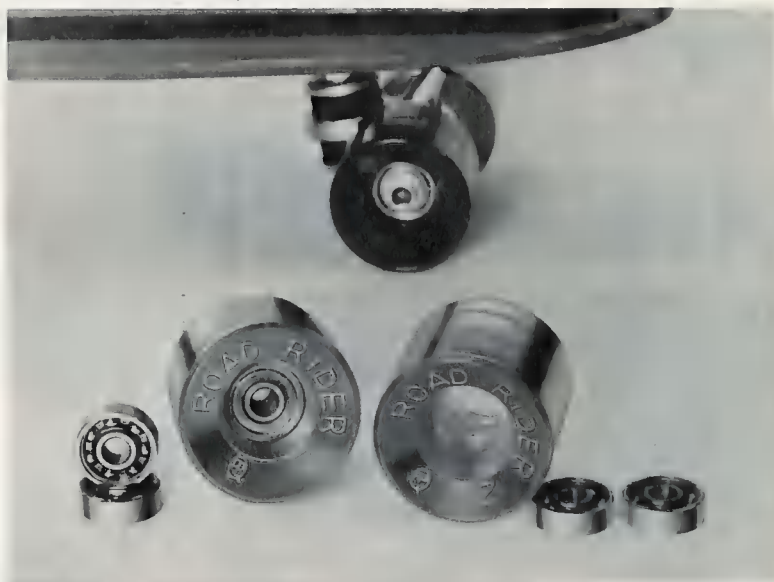
SKATING AROUND

Howdy, thought I'd share some info about Puerto Rico skateboarding with you all. I surf and skateboard, and have been doing so for a number of years. I have been able to observe the rapid increase of skateboarders on the island, and I think all credit is due to the urethane wheel and the media (surfing magazines, to be precise). Last summer I purchased my first pair of Cadillacs on the mainland, and I believe I was the only proud owner of such a novelty on the whole island (then again, the number of skateboarders last summer was so low that I figured I was the only lucky one). During the fall and winter months, while I was up in Maryland going to school, in Puerto Rico the word got loose about Cadillacs and such. By the time I got down here for Christmas vacation, there were kids crashing and burning all over town. And that was only the start. Imported skateboards such as Nona, Bahne, and RSI's lexan model take precedence on the market. But locally manufactured boards are quickly moving into the scene. Monty and Randy Smith are cranking out fiber flex boards, while us modest craftsmen prefer the mellow look of glass/wood laminated tops. RSI and Reg. T.M. Cadillac are the wheels to use. The locals are stoked on the innovations, and roll around town frequently. And believe me, there is a handful of *hot* skateboarders around town. One kid I know hangs out at Island Surf Shop is almost equivalent to your Greg Weaver. He's 11 or 12, I'd guess, and cooks

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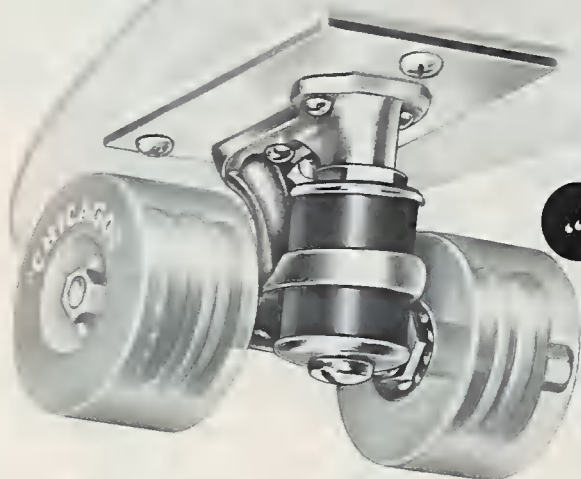
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out. Handstands, tail wheelies, nose wheelies, 720's (double backhand 360), aerial stunts, you name it. Maybe I'll send some photos for next ish. I guarantee there'll be more of Puerto Rico from your readers in issues to come. In the meantime, keep rollin'.

Jon Royce, Old San Juan, Puerto Rico

I ran headon into a copy of your magazine, Vol. 2, No. 1. Can I get subscription info? Can I get back issues? Your readers might like to know that in Houston, skateboarding is legal — mostly because not many people do it. The city has a nicely paved hike and bike trail which is about 3 to 4 feet wide and has a terrain ranging from level ground to slight inclines, to almost deadly hills. It's like a huge private (actually public) landscaped skateboard track, which most people just look at as they pass in their cars. It's located on both sides of the bayou for a total of over eight miles in between the two parallel roadways — Memorial Drive and Allen Parkway. The few skateboarders and bike riders you meet are friendly, and can point out or direct you to the best and safest spots. So if anyone's coming to Houston, yes! you should bring your skateboard. Rollin' Michael Sonnier, Houston, Texas

LOGAN EARTH SKI



Tonger Johnson, Bruce Logan considered by many to be two of the best in the world, and they know what kind of board works best.

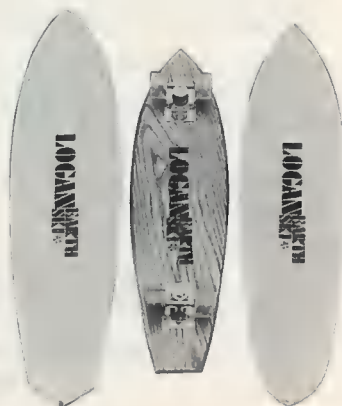
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photos Warren Bolster

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IN RE GYMNASIUM OF LIFE

As a recent participant in the Bahne-Cadillac National Skateboard contest in Del Mar, I'm somewhat disappointed in the course skateboard hotdoggin' has taken. It seems that in order to be a good skateboarder, or to even try and rate as a professional, you must be a gymnast. I thought skateboarding is correlated to surfing, and to an extent skiing. I see a lot of turning, a lot of real radical involvement in skateboarding today, which is good, the same as surfing has been doing also. Where do handstands and headstands come in? Have you seen anyone doing a handstand on a surfboard lately, or maybe on a pair of skis? People who can't do either one on the ground standing still, let alone on a moving skateboard, certainly don't have a chance in a contest! We should come back to reality where skateboarding is skateboarding, and leave the gymnastics in the gymnasium!

A.W.E., Anaheim, California

WEBER

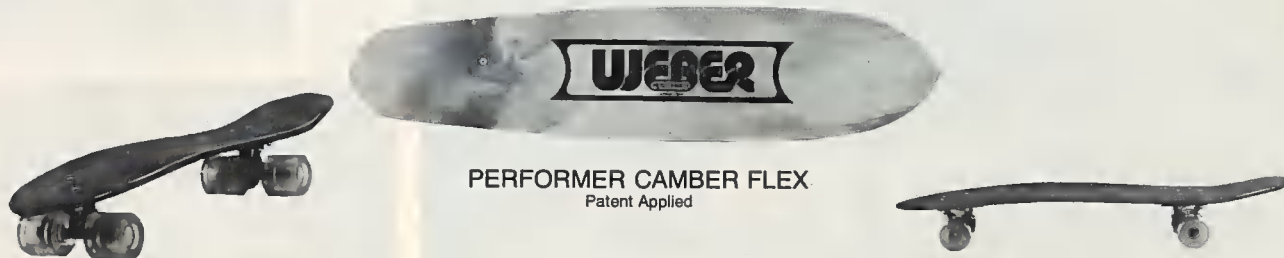
PERFORMER

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The Performers come with a non-skid Scotch tread deck, and are built of the strongest laminated wood and unidirectional fiberglass material, enabling us to completely guarantee the finest skateboards in the world.



PERFORMER CAMBER FLEX
Patent Applied

The 29" CAMBER FLEX represents the *ultimate* in skateboarding, using the principle of camber for proper weight distribution and super traction, without bottom outs. The dropped wide nose gives you more control performing nose wheelies. The wide flat kick tail prevents the tail from dragging while executing 360's and tail wheelies. The Camber is available in abstract color splash designs.



The 26" COMBI FLEX is a "hotdog" board. It is a straight flex board with a wide nose and tail area. This width allows for better foot placement in nose walking and tail wheelies. It's a hot, versatile board. The Combi comes in brilliant orange, yellow, or blue colors.



The 29" WOODY is a rigid laminated wood kick tail board with bevelled rails. It's the ultimate for the skateboarder who prefers strength in a stiff board with a kick tail.

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 - ☐ red/org./yel. ☐ blue/gm./yel.
- ☐ 29" glass CAMBER FLEX board only \$25.95
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- ☐ 26" straight Fiberglass Combi Flexi (board only) \$19.95
- ☐ 29" Mahogany Chamfer-edge Kick with wides \$29.95

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- ☐ New HI-JUST truck and hardware \$3.95 each
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- ☐ Truck and Stoker \$11.95

Sporting Goods by Weber, Inc.

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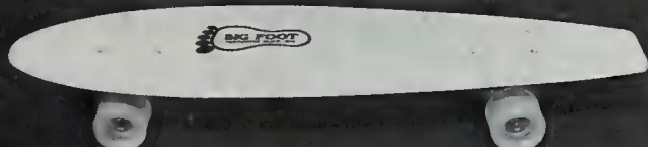
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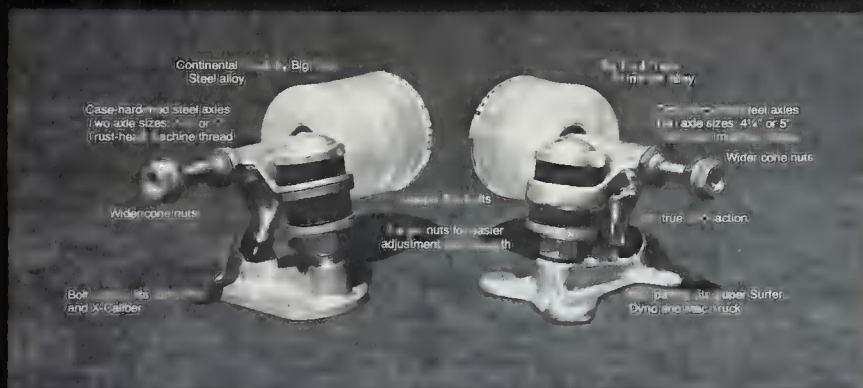
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 packages (not pricing) available upon request.



Big Foot urethane wheels
 Available in two sizes: 1 1/2" x 2" or 2" x 2"
 Both wheels feature black raised letters.

ASPHALT APERITIFS

I just got back from my daily skateboarding. I turn on the radio and on the news I hear our ever-loving law enforcers are giving tickets for riding skateboards in the streets. I find the main reason for this is that kids are seeing others (mainly surfers) doing outrageous stunts on hills, who make sure what they're doing is safe. Then the inexperienced go to their parents and tell them they want the best, which is what they get in my neighborhood. Now they got what they want and head for the hills. When they find sidewalks too thin, they graduate to the streets. Here, they do a John Wayne imitation of biting the dust, but get a taste of concrete, and these are the lucky ones. The others play chicken with cars and often lose, which brings me to my point. If you are going to do this illegal street riding, check first for cars, then officers of the law, and wear strong but easy moving clothing.

Robert Beher, Agoura, California

UNDERGROUND THRILLS

Ever since I've got into skateboarding again, there was a primo spot nobody knew of that I knew was lurking within the streets of Washington, D.C. Sunday, June 29, I found that spot with my brother Fred. It cannot be looked upon from outside, for it is covered by thick walls of brick. Yes . . . it's a parking lot. Four unreal levels of steep skateboarding. It's sloped at a 30-degree angle for two levels, and it angles up to a 45-degree slant at the bottom two levels (not to mention banked turns and pillars to slalom, and lastly an elevator to go back up). We go about 6:30 in the morning so no cars would think of invading our spot or running our asses down. The true reason I am writing is to invite you poor brothers who don't realize what you have in this booming metropolis. I shall not tell you where the location of this wonderland is, because if any lot supervisor reads this . . . we will definitely get kicked out (even if we do go at 6:30).

Tim Carroll, Chevy Chase, Maryland

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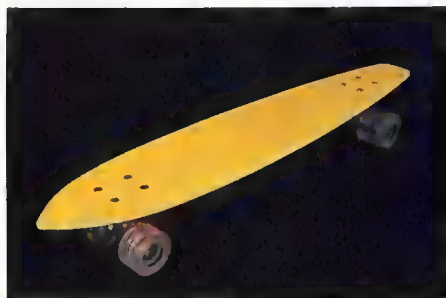
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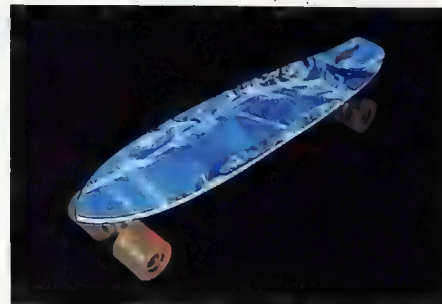
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Puka Shell Necklace



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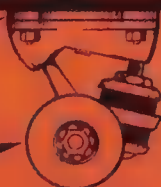
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recommend doing this at rush hour. All it takes is a bit of adventurous spirit, and keep a hairy eyeball peeled for the Man in Blue. Central Park is all right, too, and to think of Van Cortland Park, unthinkable! Well, in dedication and conclusion to those few of us who are privileged to cruise the euphoric urethane in the Celluloid City, we remain, Cordially,

Andrew Barnhizer, Tom Kaufman and Sid "noid" Shelley

ON TECHNOLOGICAL ADVANCEMENTS

Having ridden a skateboard semi-radically for several years along with many surf chums from my old neighborhood in Santa Ana Heights, I am very pleased with the serious efforts toward achieving advancements within the art/sport. It seems to me that the very "Advancing Technology" which many of us hippy/surfer types have been badmouthing for so long actually does have some grace filled aspects. We reactionaries have been putting down the achievements of the establishment which brought us very "plastic things" without noticing that a surfboard or those new poly-whatchamacallit skateboard wheels are very plastic indeed. After reading Steve Jones' fine interpretation of the concepts of asphaltic ballet, I have to say that he has an excellent perspective; however, unlike him, I prefer to relate skateboarding to surfing wherever possible. After all, besides the aesthetic difference involved in riding either water or cement, the basic border between the two is the dynamics of a wave as opposed to a stationary street or sidewalk.

Doug Smith, Santa Ana, California

"Man is not at the mercy of technology; rather technology is at the mercy of man's imagination."
... Ed.

STATIONARY WHEELIES

What would you say if I saw a young gremmie do a stationary nose wheelie for an uninterrupted 2 minutes, 15 seconds, never touching toes or back wheels? Would you happen to know what the record is, or is this a new one? P.S. Chester saw it, too.

Steve, Torrance, California

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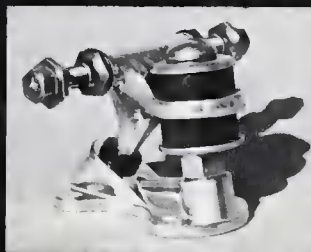
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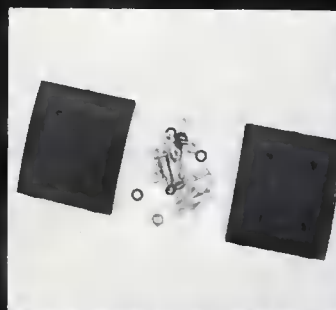


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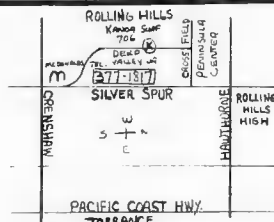
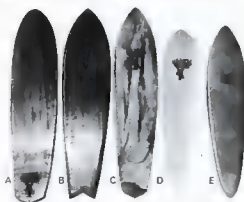
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Could you please cancel the letter about the two minute nose wheelie. It's true, but the guy beat it so many times and things got changed. I'd appreciate it if you'd not print it.
Curt, Torrance, California

MORE ON LEATHER SKIN LARRY, NEWSPAPER HEADLINER

Sidwalk surfers do it. On January 5, at 6:00 Sunday morning, me and five other guys by the names of Dave Harris, Dan Gallardo, Alan Prichard, Tom Leeler, and Mark Kilnani decided to go on a skatefari to beat "Leather Skin Larry's" distance record. We started in Goleta, went through Santa Barbara, and got to Montecito and came back for a total of 35 miles. Dave, Dan, Alan, and Tom went an extra 10 miles. Everything happened on our trip, trucks falling off, two boards splitting. We range from ages 12-15. On our trip there were gnarly downhill, and we also had some pretty hairy eats, so eat your heart out, Larry.

Bob Aguiniga, Goleta, California

Hey, Leather Neck Larry, I read about your trip in SURFER. I'm not hairballen your challenge, it's just that you outweigh me in downhill, so me and my friend challenge you and your friend to a contest at Sandcastles in Corona del Mar. We could get some judges and put up a prize and see who rides it the best. If you don't hairball, write me at 1407 Santiago Dr., Newport Beach, CA 92660.

A. G. and D. R.

PHYSICAL AND MENTAL, WITH A TOUCH OF SPEED

First I'd like to say, with enthusiasm, you people are doing a great job, and secondly, what really blows me away is when you tell someone that you're going skateboarding, and they reply with a sarcastic look, like big deal, that's kid's stuff. Besides it doesn't take much. Well it does! It takes a lot of energy out of you, not only physically, but mentally, as well. Skateboarding is not just cruisin' on a sidewalk with very little momentum. It's all sorts of radical feats, with a taste of speed. For those who do understand my feelings, I thank you; and for those who don't, get with it, 'cause you don't know what you're missing!

Joe Sanchez

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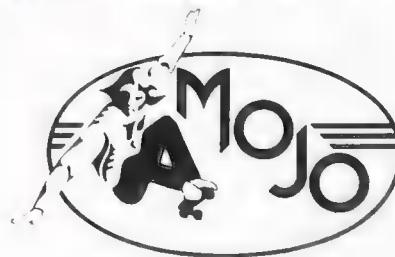
To order your Mojo by mail, send your name, address, zip and a check or money order for \$33.33 (complete board, includes Mojo trucks, Mojo urethane wheels, specify wide or regular). \$18.95 for chassis only (mounting hardware included). Add \$2.00 for postage and handling. No C.O.D.'s. Wheel wrench 50¢.

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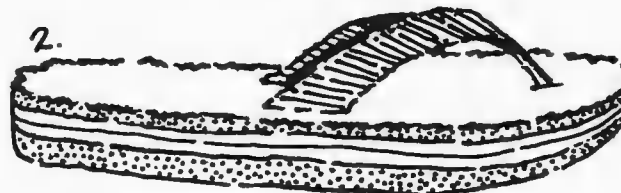


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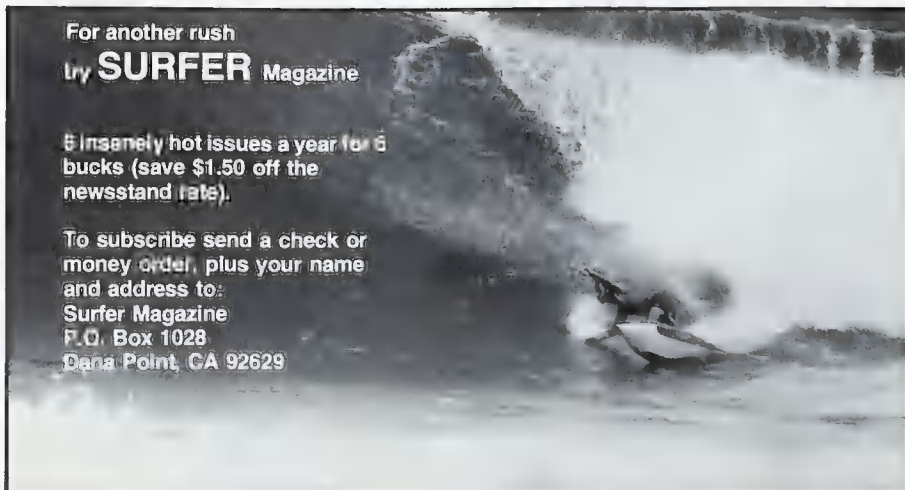
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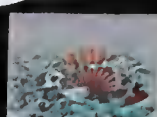
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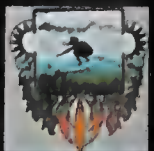
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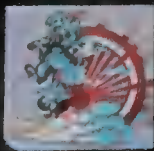
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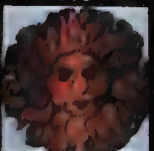
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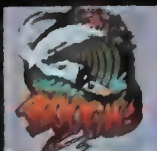
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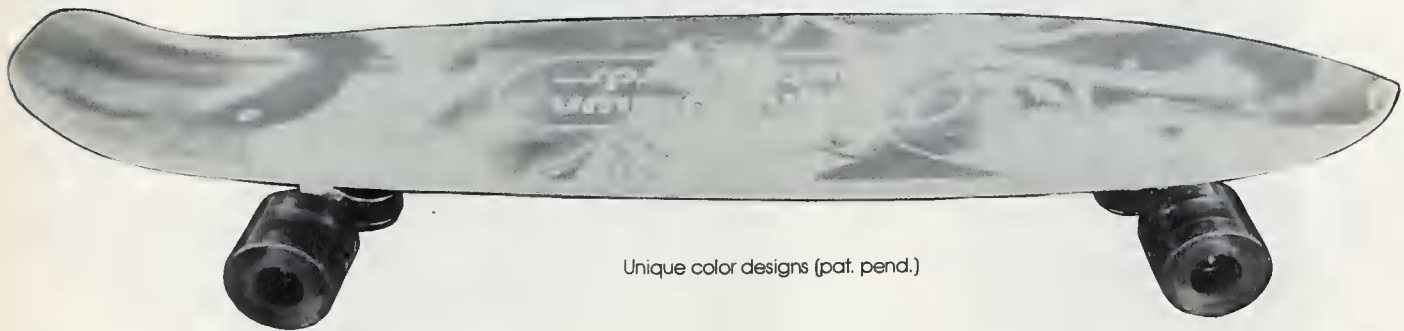
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has unwittingly created a
massive cement
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potential. But it was the
minds of 11 year olds
that could see that
potential."**

C. R. Stecyk

ASPECTS OF THE DOWNHILL SLIDE

by Carlos Izan

photos - C. R. Stecyk III

Somewhere in the Arizona desert lies the estate of Barry Goldwater. In his front yard, amidst the rock and cactus garden, stands a flagpole topped by a spot light, an electric fan and a screaming chrome eagle. The fan blows Barry's flag to keep it erect, while the spot illuminates it 24 hours, day in and day out. Tourists make the pilgrimage to this opulent shrine of patriotism in air-conditioned, Gray Line tour buses. Two buses arrive every 45 minutes. A few miles away in one of his department stores, clerks and clerkettes sell skateboards hand over fist. The manager tells that they can't keep enough skateboards in stock; he also confides that Senator Goldwater feels them a public hazard, and consequently is moving to have them outlawed in the Arizona legislature.

"The thing about skating banks is that if you really fall, you really get hurt."
Tony Alva

"There's more energy existing right now in isolated pockets of skateboarding than there is right now in surfing collectively."
Skip Engblom

We were standing by the frozen food counter at the Lucky Market on the edge of Ocean Park Heights. In the Heights the kids skate with an undeniable aggressive proficiency that prompts outsiders to call the area "Skate Town." (In street gang logistics, Skate Town is located between Dogtown, Ghost Town, Smogtown, downstream from Frogtown and south of Kosher Canyon). The nine and ten year olds in Skate Town traverse hills at 30 m.p.h., the bigger kids go faster. Anyhow, up to the frozen foods strides a local legend and true veteran of the psychedelic wars known only as Spencer. Under Spence's coiled arm is the latest weapon in his skate arsenal, a forty-five inch arrow board with

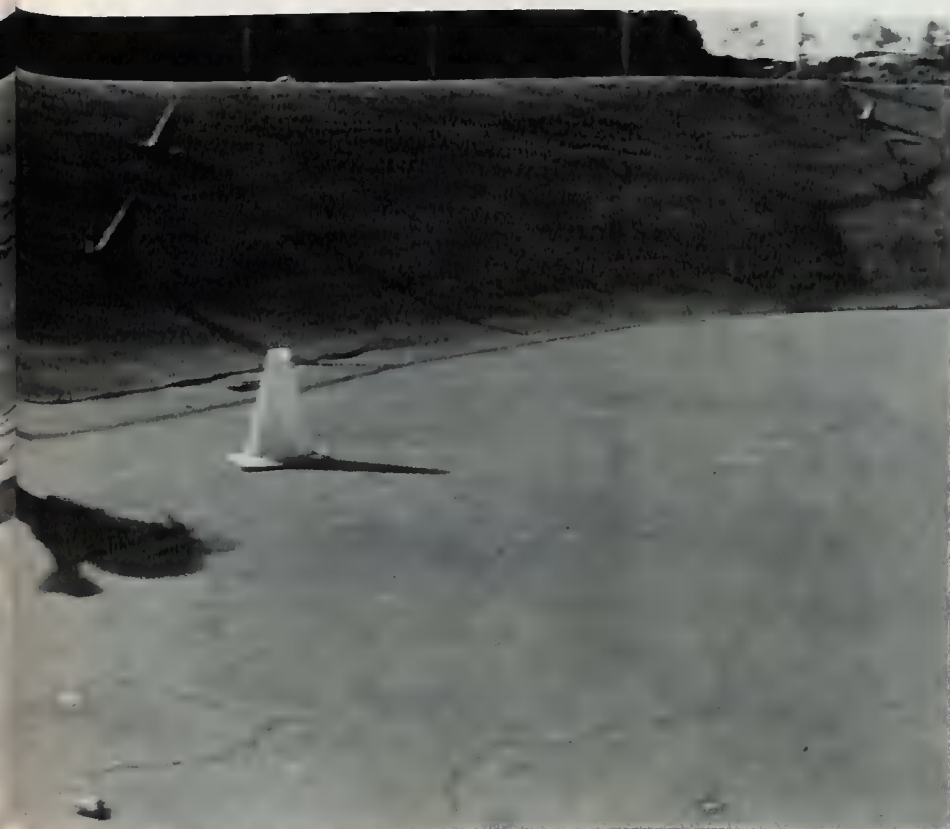
appropriate cosmic airbrush designs. Looking guardedly about, the skate jockey whispers that he is going to ride out a well-known back canyon grade of about twenty-three miles in length. He also divulges some other cosmic and demonic truths that will govern his down-canyon attempt. At this point, it's probably worth noting that this canyon has been the site of numerous automobile mishaps caused by brake failure on the steep curves. The sheriff's mountain rescue squad regularly combs the canyon floor looking for



Cutting back through the concrete bowl, Nathan Pratt, arm functioning a downhill pivot.



Working the transition of flat vs. bank. Wentzle Ruml amidst warped planes.



“The more illegal they make it, the more attractive it becomes.”

wrecks. Out of Lucky Market, into the black of midnight, Spencer streaked straight to Diamond Back summit. Without a moment's hesitation, he pushed off for fifty yards and hurtled straight down the hill out of sight. That was the last anyone ever saw of him. His friends figure he rode it out and went off in search of steeper flights.

In a secluded beach community north of Malibu, a scruffy figure guides a skateboard in and out of imaginary slalom gates. The technique is more than adequate, and the skater seems vaguely familiar. Another observer, a resident of the area, clarifies the identity question by stating it's Bob Dylan, and adds that "he skates frequently at night, usually alone or



Wentzle Ruml engrossed in a gate of banked slalom.

occasionally with one of the Dragon brothers." We nod to the living legend and pass down the walkway, leaving him to his solitary slalom. We both flash that if San Fernando Drew (via Laguna Niguel) could see this, he would immediately begin drafting the paramount skate sonnet, a parable disclosing the socio-political implications of the skateboard movement as they relate to the lost generation of the 60's.

Downhill somewhere past 45, the fine line fluctuates. It's at a different place and time for each rider, but after 45, it becomes increasingly apparent. An all-encompassing awareness of an impending bad situation. Something you pay no attention to, yet somehow can't ignore. An entity you don't want to look at, yet have the urge to see. Downhill, one

"They (police) chased us off the schoolyards . . . and out into the streets. Now they want us back in the schoolyards."
Wentzle Ruml

inch to either side or one inch past this intangible line and it suddenly becomes a physical presence. By the time you see this line, it's all over anyway; the only thing left to do is reassess your mistakes, get down and try to find it again. The really interesting thing about the line is that it keeps increasing. A year ago, it was at 40 for most; now it's beyond 50. People keep pushing this line, oblivious to all else, maybe someday soon they will tie it into knots.



Most people probably won't understand some of this, but that really doesn't matter since the intrinsic elements of this discussion are meant for those who really skate (just owning a skateboard or the old "I was into it ten years ago, so I understand it now," doesn't qualify one as a skater). Modern skateboarding is a constantly evolving hybrid very few comprehend. In dealing with the old versus the new, one must take several things into consideration. First, the "high state of the art" premise is a pile of crap. At the present time, there is little being done that is a radical departure from the 1960's. The freestyle area is just coming up to the level of the mid-60's. (The big difference here is that there are more people now who are closing in on the advanced levels). In the downhill and slalom, there are increasing numbers who participate (their confidence being based upon the soft grip of the urethane wheel). All that can be said here is that the validity or lack of it in an objective speed situation is obvious. The composition wheels of the

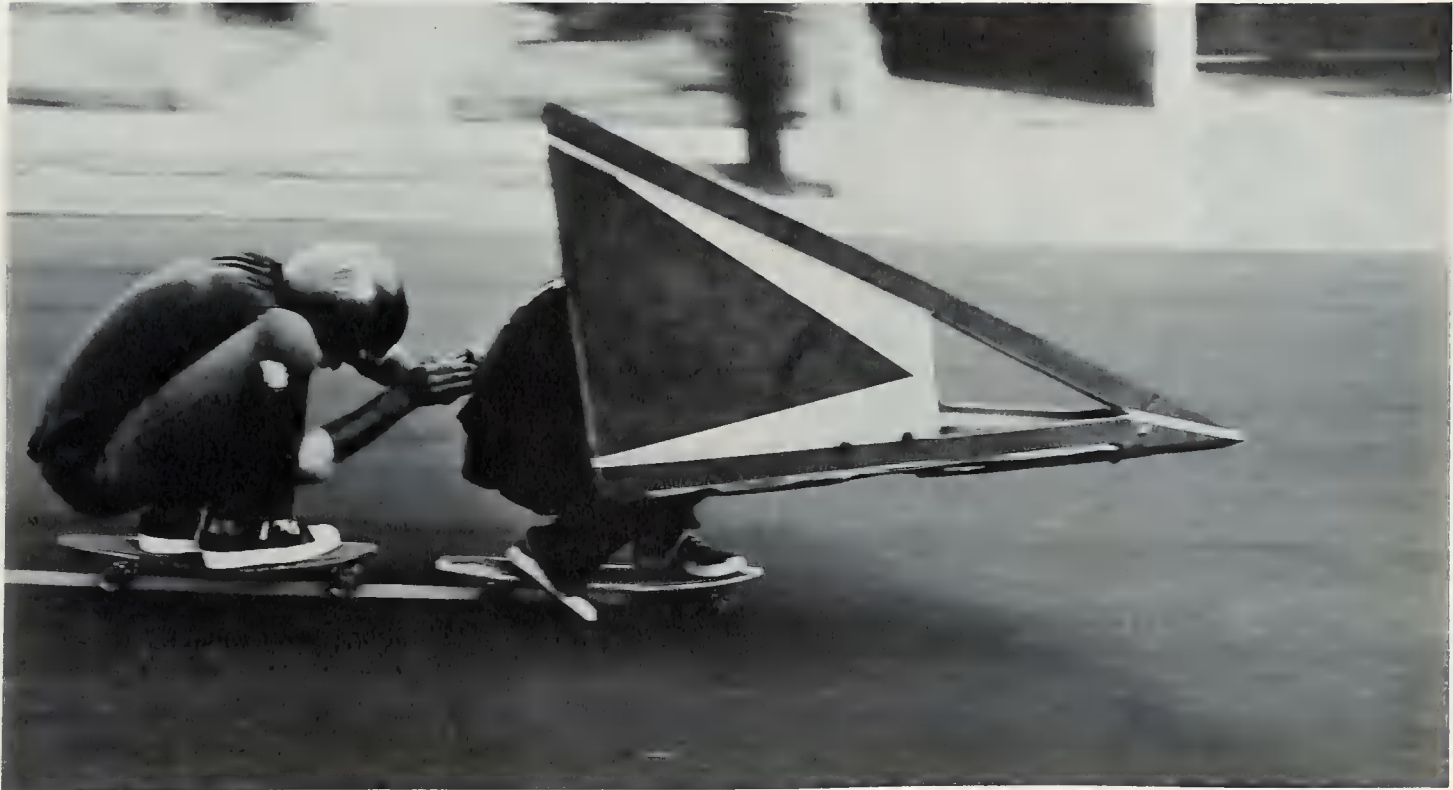


Paul Constantineau keeping his edge through the downhill slide.



Riding the banks can closely approximate the surfing experience. Nathan Pratt in motion. Notice the clean line of attack.

Stecyk III – drafting. Nathan Pratt and fairing. (By allowing an object to break wind resistance, it is possible to ride effortlessly in area of low turbulence). Photo/Skip Engblom.



“Fairing employs a faceted low-wind resistant contour, and has resulted in faster times — 15% lowest increase, 23% optimum increase, 18% average increase.

pre-urethane era offered a harder, faster rolling surface, and generally speaking, 40 m.p.h. ten years ago was more of an accomplishment than it is today. In fact, many of the older slalom/downhill boys seem to be doing quite well today, perhaps due to having learned on faster rolling, poorer gripping equipment. In other words, they have got their act down. At this current juncture, one must keep in mind that these days are the infancy of the neo-skate renaissance. The big breakthroughs are yet to come, since the current practitioners really haven't even begun to reach



Nathan Pratt at speed in ■ fairing built with a lightweight multi-laminate material by C. R. Stecyk III.



Kenny Means banking on shoe skates. The skates' dual pivot points allow for transversing radically differing terrain.



their marks.

As for skate technology, it's just starting to improve; up to this point, the vast majority of products on the market are fast buck oriented, ten year old trips. The better skaters will create a demand for better equipment, and the better manufacturers will fill it. As a reference point, it would be interesting to see some of these skateboard manufacturers forced into a 40 m.p.h. run on their own equipment — this would really separate the men from the boys.

In retrospect, the last time around, the hotter skaters pushed it as far as they could go. To a great extent, they helped bring about the short ski-short surfboard revolution, since their refined technique far surpassed the more stationary orientations of the long ski and long stick trip. Abilities and attitudes honed on a 24"-36" skate could no longer confine themselves to surfing in place on a 9'6", i.e., 114 inches.

It will be enlightening to see what sort of changes the current crop of

skaters brings about in related fields in the not so distant future.

People have been surf skating banks for 15 years. In the 60's, many of these people existed outside of the syndrome of the competition/exhibition team. It was impossible to transport the bank situation to the department stores and shopping centers across America.

Bank riding represents a three-dimensional opportunity — a downhill gradient as modified by the degree of side slope and contours such as bowls, moguls, twists, cracks and other factors around which you must constantly readjust.

If the present formal competitive structure is to become relevant to the real challenges and esoteric rewards inherent in skateboarding, the movement must become sensitive to the realities by not reducing skateboarding to a conveniently packaged commodity. 🐼

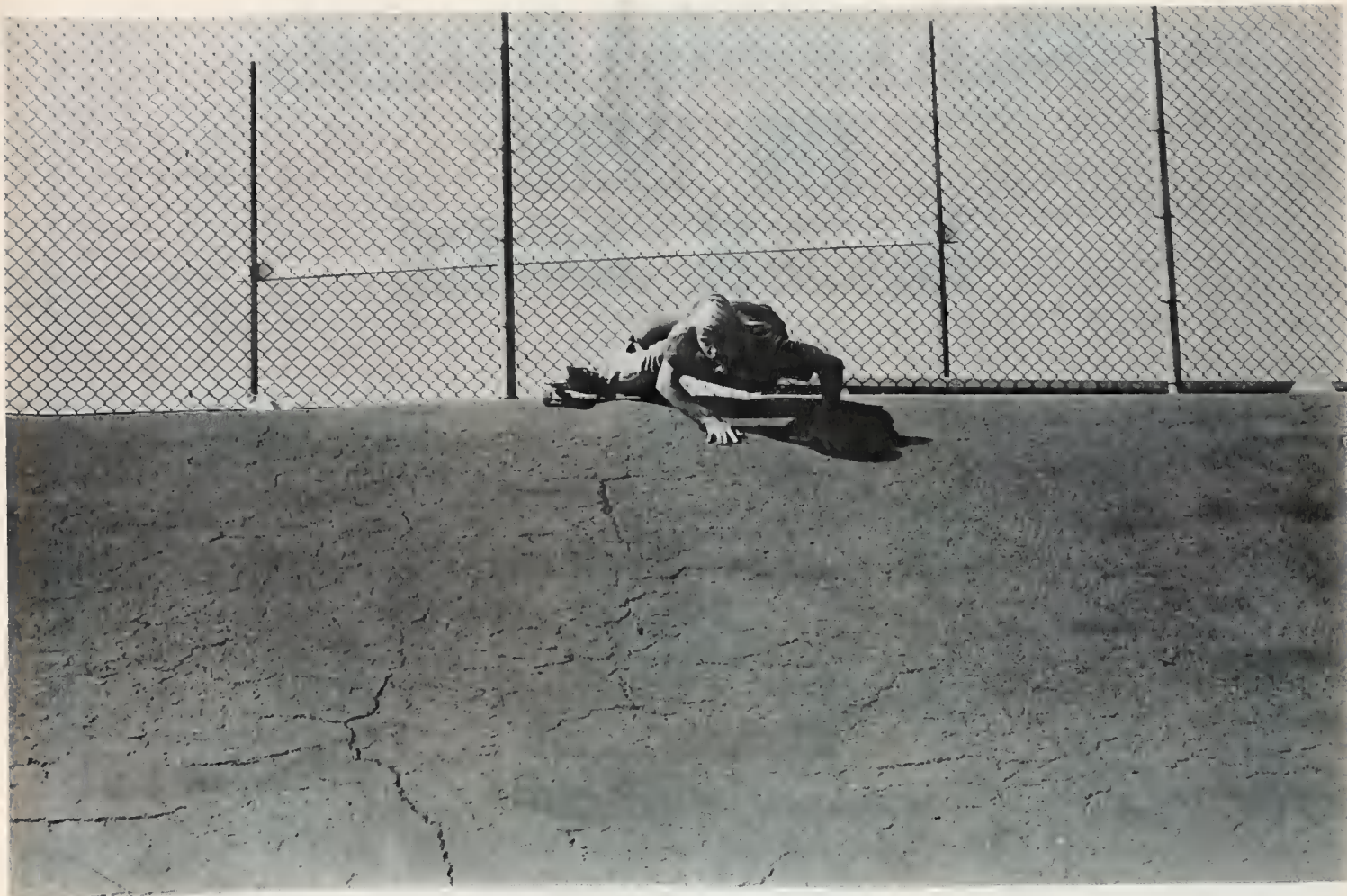
Barnard Garsen knee skating, taking full advantage of lower center of gravity and widespread weight distribution.

“Modern skating brings out a multitude of approaches and attitudes that 10 years ago would have been inconceivable. The illuminating aspect today is the degree of acceptance.”



Tony Alva stylistically offers a casual approach to high-speed situations.





Bob Biniack, low cross-rotational movement.



Nathan Pratt, one-wheel contact backside off the lip.

SKATEBOARDING IN THE DARK AGES

by Stephen Cline

Where was your skateboard four or five years ago? Had it passed into the obscurity of childhood memories, along with your "Fanner 50?" Could you have found it in the closet amidst ruins of a hundred playful fantasies? Or, was it among those things which had inexplicably passed from your hands?

Now that the Phoenix has risen from the ashes of forgotten thrills, it would be appropriate to relate the saga of a few brave souls who refused to let childhood melt into the static idleness that adulthood brings along as a lingering guest. This small band of the lunatic fringe continued to seriously practice and develop the technique and artistry of rolling down asphalted hills aboard splinters of wood, with tiny wheels bound to the bottoms, casting the organism with spinning speed into certain danger.

The two otherwise dissimilar towns of La Canada and Manhattan Beach began an exchange of technical and stylistic data from two schools of thought which might be labeled Hodad and Surf. What would seem to be a blend of oil and water turned into a nectar of harmonious exploration.

The problems of automobile density and rough surfaces forced odysseys into the geographic and geological properties of a large part of Southern California. New hillside housing tracts lost their hideous urban negativity and emerged from the metamorphosis as smooth, uncrowded ribbons of winding joy. One such embryonic community was christened with the name of "Hot Wheels," having a run which turned Makaha wheels so hot they smoked and crumbled. It was here that one brave rider, sliding on hands, chest, abdomen, thighs, and knees, made a picturesque commentary on the propensity of the aforementioned wheels to stop for every little pebble they encountered.

Less than daunted, the group decided it was time for some definitive improvements in this sorely neglected infant of a sport. Two major advances were a car and

gloves. Ah, the automobile, gift of technology to zealous skateboarders. Something to widen the horizons of rideable mileage, something to ride back up those long hills in. Always take enough people so that by taking turns, one can restfully coast along behind the intricately weaving patterns of human form that dance across the windshield like a movie, to the time of whatever music that happens to be accompanying through the speakers.

Gloves, alas, a compromise. Gone the blissful tingle of unhindered breezes through outstretched fingers. Gone, too, the torment of peeling skin from palms in slow motion-like slides. Gloves tend to snatch hold of asphalt and stop. In the name of decreasing the lot of human suffering, gloves.

The exploration and development of new spots continued wide and far, vast and varied, from Thousand Oaks to Pomona, and again and again to that natural wonder of the South Bay, Palos Verdes. P.V.'s myriad of residential hills inspired such namesakes as Broken Shoulder, Just Around the Corner (referring to the mythical end of one steep hill), and, of course, Busted Axle. The spare parts box was a huge, rejuvenating Nirvana for reincarnating shell-shocked trucks, wheels, bearings and even boards.

Good times, fantastic skateboarding, but the reception in suburbia was always mixed. Little kids followed in stoked awe, gardeners stared in amazement as their quiet streets were ripped to pieces by the graceful flow of five or more speeding, long-haired hippies, who appeared and vanished with a roar — gone like a dream. The dogs, especially that one particular Great Dane, initiated a frightening game which blended the negative qualities of downhill slalom and running the gauntlet. The police, as ever, cast a confused and suspicious eye upon the spectacle. One cop, aghast and mouth open, stared in silence as one by one riders sped by quoting the *Music*

Man. Zoom . . . "Ah, we got trouble my friends . . . " zoom . . . But he doesn't know the territory . . . " zoom . . . with a capital T and that rhymes with P and that stands for Pot . . . " zoom . . . Now I know you folks are all the right kind of people . . . " . . . and all that remained was the distant sound of that harsh clatter of skate wheels on pavement.

Revenge was plotted by our boys in blue and manifested as one's advice that the hill riders remove themselves from the pleasant conditions of a new graveyard, and go several miles distant to try out a flood control dam he had known as a child. "And don't come back!" was implicit in the suggestion, as soon became obvious. Fear and adventure prompted agreement with the idea. Ah, that hill. Certain suicide, instantaneous death amidst the collected broken bottles of the years. About a 70-degree incline, with an incredible bowl that banked left perfectly into a towering cement wall. No matter how one turned, angled or slid, there was but one certainty — that wall would be the final expiration point of tremendous inertia. Nice cop. They passed.

But the wheels just weren't making it. They'd get hot and fall off, or to pieces, or come to any number of other unforeseen ends. So, for a while, in spite of imminent danger to life and limb, there was a small group of surf types hanging around otherwise totally skating rinks from San Bernardino to Gardena. Without the lifts of shoeskates on their feet, they seemed small indeed among the surprised and disdainful stares of the locals. The apprenticeship, however, was fruitful. Blue Sure Grips were the discovered boon to hill riding. Good traction to a point and then a beautifully controllable slide of up to three or four feet. Breaking loose backside became as common as iceskate stops. But as you, gentle reader, may surmise, their lifespan was gloriously short. About five miles, or to be specifically precise, two-and-one-half times down Broken

Shoulder and its subsidiaries. Short of perfection to be sure. Back to Gardena, where an old pro rinker suggested the adoption of a new wheel called Metaflex. Also, the incorporation of a pet of his: speed cone hubs. Taking the master at his word, the group set to the test. A resounding "Wow!" was to be heard in P.V. shortly thereafter. These wheels had tremendous traction, speed and durability. Later in the Cadillac era, they would still rate high. Faster but less grab than the newcomers. Old favorite hills became at once unrideable. Accelerating out of every turn without dissipating slides was amazing and insane. The seeds of something great had been sown, but new topography would have to be located first. It wasn't long.


Skateboarding truly came into its own as a sport in the mountains. Angeles Crest Forest, midnight, biting cold, shooting stars, runs 10-miles long in the striking shadows of car headlights. Enchanted harmonies of sight, sound and touch, in careening balance. Sidewalk surfing palls beside the reality of two, three, four guys carrying on W.W.I.

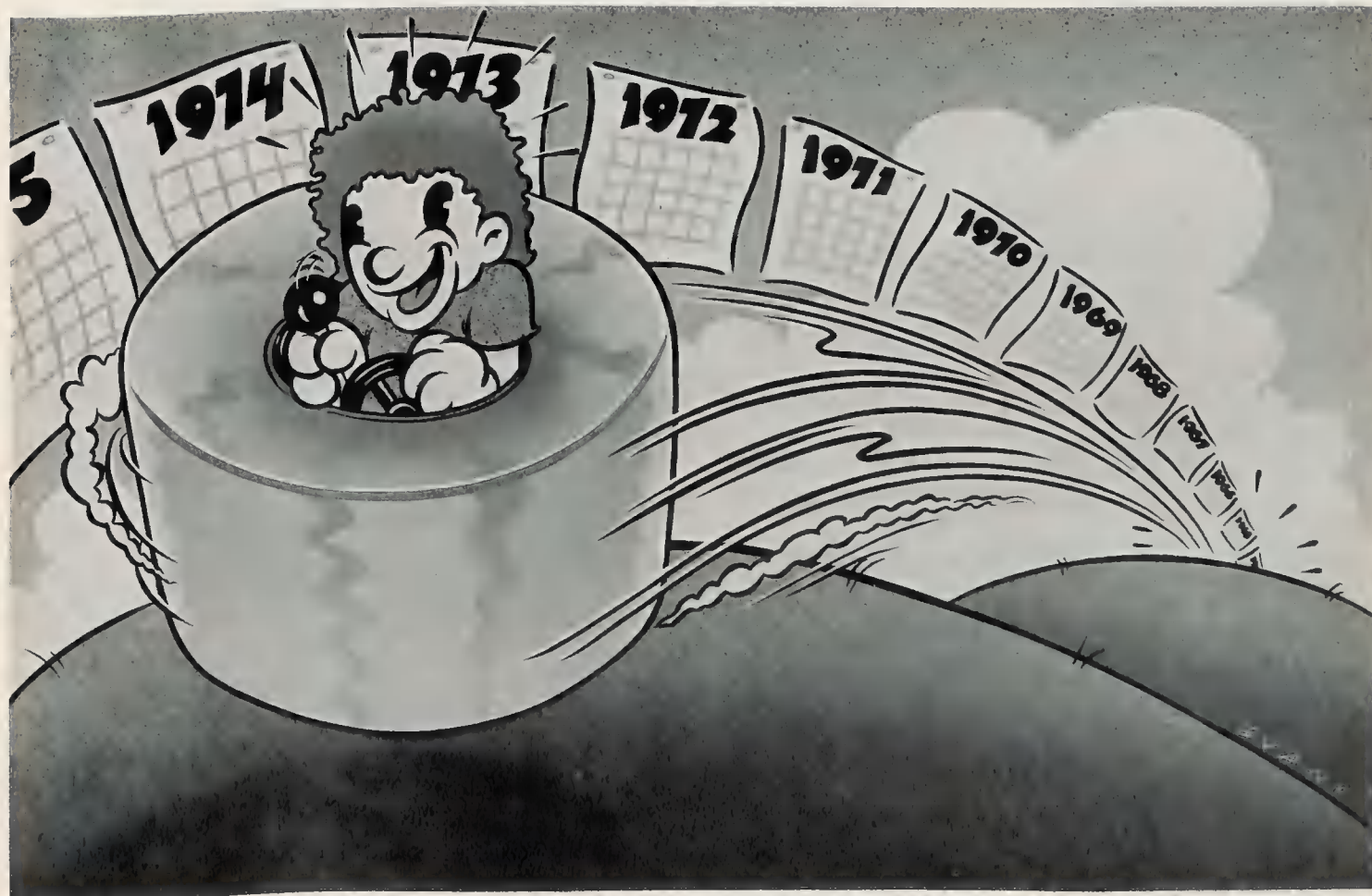
bi-plane dogfights at ten- to twenty-miles per hour. Inches apart, bumping nose to tail, powerful backside, front, slide, wheelie, positions reverse, dancing like shadow souls locked together in a mystic rite of grace and speed. Out-pace the others, get around a mountain corner or two and all light is gone. The hills are black, the road is black, the sky is black with speckled flashes. Keep pumpin'! BLAM! "Was that a rock? God, I'm glad I couldn't see it; I would have crashed for sure!" Two invisible forms racing down a void of starlight space. Turns banked for cars become huge waves to sweep backside into, drop down to the inside lane, whip a fully extended bottom turn, accelerating five-miles an hour back up to the shoulder. Like a monstrosously large and thick P.V. cove wave in the fog, only faster and endless.

Yes, what nights of bliss those were. Fearless joy testing and gambling of human life. Those couple of years of being innovators and

explorers in an untried land, in a sport that had been virtually discarded even as it suffered its birth pangs on the sidewalks of America.

Well, it's like surfing now. Who doesn't skateboard? Who doesn't have a favorite spot? And, just like surfing, the skateboarding fellowship of those times became too large to remain a close unit of brotherhood. As if to signal the Cadillac age of reborn popularity, that loving fellowship burst asunder and scattered along the length of California, many to never see one another again, like ball bearings rolling out of a broken, burning wheel. It is in eulogy of this group that I write. Verily, the keepers of the spirit of the sport until the world became of age.

Those days are gone, but the hills still abound, many unriden. And, as man continues to cover the land with that hard, black substance we call asphalt, his children continue to adapt their play to their environment. There won't be a lack of uncrowded skateboard hills for many years to come. Each rider, true to his style, can find the paradise of his choice. We may yet live to see Haleakala paved. 



competition

HUNTINGTON BEACH CITY FESTIVAL CONTEST

Freestyle

Pee Wee Division

1. Ron Oulgeley
2. Matt Smith

Boys

1. Steve Mohanan
2. Paul Constantineau
3. Jay Adams

Juniors

1. Bob Nelshi
2. Fred Flavell
3. (tie) Stacy Peralta
Wentzel Ruml

Men

1. Russ Howell
2. John Denny
3. (tie) Chris Cahill
Tom Waller

Girls

1. Starla Stewart
2. Daisy Apodaca

Women

1. Patti Mohanan
2. Janet Larruga

Slalom

Pee Wee Division

1. Ron Oulgeley

Boys

1. Jay Adams
2. George Genkos
3. Paul Constantineau

Juniors

1. Stacy Peralta
2. Jim Muir
3. Bob Nelshi

Men

1. Don Andre
2. Jim O'Mahoney
3. (tie) Lonnie Bunn
Rod Treece

Girls

1. Tracy Green

Women

1. Denise Shaw
2. Tina Trefethin

Overall

1. Bob Nelshi
2. Russ Howell
3. Fred Flavell

FREE-STYLE SKATEBOARD CONTEST

In Conjunction with "Kid's Day" July 16, 1975 - Orange County Fairgrounds

Grand Overall Champion

Men's 18 and over: Chris Dawson/Zephyr Team

Second Overall Winner

Boys' 14-17: Stacy Peralta/Zephyr Team

Men's 18 and Over:

- 1st Chris Dawson/Zephyr
- 2nd Tom Waller/Zephyr

Women's 17 and Over:

- 1st Linda Meagher

Boys' 14-17

- 1st Stacy Peralta/Zephyr
- 2nd Wentzel Ruml/Zephyr
- 3rd Bob Beniak
- 4th Mark Dilmer/Rincon
- 5th Nigel Kent
- 6th Kevin Bradshaw
- 7th Doug Walkman
- 8th Mark Kinger

Girls' 10-16

- 1st Francine Hill
- 2nd Sharon Stewart

Boys' 9-13:

- 1st Anthony Galli
- 2nd Paul Cullen
- 3rd Donald Oldham
- 4th Randy Hala
- 5th Tom Brockens
- 6th Ho Yum/Zephyr Pee Wee
- 7th Shawn Wise
- 8th Jon Schone

Boys' 5-8:

- 1st Todd Haisuka

Boys' 4 and under:

- 1st George Waale

OCEANSIDE CONTEST

Freestyle Winners — 12 and under

1. Bobby Boyden — Oceanside
2. Randall Godinet — Oceanside
3. Matt Pirro — Oceanside

13 to 15

1. Jerry La Kamaleaux — Coronado
2. Eddy Katz — Encinitas
3. Jim Watson — Oceanside

16 and over

1. Richard Boyden — Oceanside
2. Matt Weldon — Oceanside
3. Bryan Throckmorton — Villa

Ramp Slalom — 12 and under

1. Bobby Boyden — Oceanside
2. Matt Pirro — Oceanside
3. Dan Hollar — Oceanside

13 to 15

1. Stan Searfus — Coronado
2. Marly Taylor — Carlsbad
3. Dan Smith — Oceanside

16 and over

1. Richard Boyden — Oceanside
2. Don Bernis — Oceanside
3. Paul Counts — Oceanside

Tanger Johnson
Photo: Dan Gross

1ST ANNUAL SOUTHERN CALIFORNIA SKATEBOARD CHAMPIONSHIPS

Sponsored by R. & R. Sales-Orange County Fairgrounds

Slalom

Women's 17 and over:

1st	Andra Malczewski	Unity Team
2nd	Sue DeLora	Skateboard Mag
3rd	Laura Monahan	Skateboard Mag
4th	Lynda Delgado	Bahne/Cad.

Men's 18 and over:

1st	Henry Hester	Gordon/Smith
2nd	Chris Yandell	Gordon/Smith
3rd	Torger Johnson	Makaha/Logan Earth Ski
4th	Tom Sims	Skateboard Mag.

Women's 10-16:

1st	Francine Hill	Independent
2nd	Kathie Bomelster	Makaha/Logan Earth Ski
3rd	Mary Zerkie	Unity Team
4th	NOT AWARDED	

Men's 14-17:

1st	Tony Alva	Zephyr Team
2nd	Ty Page	Unity Team
3rd	Dennis Harney	Zephyr Team
4th	Joe Roper	Bahne/Cad.

Men's 9-13:

1st	Bob Shea	Hang Ten Team
2nd	Stan Searios	Makaha/Logan Earth Ski
3rd	John Jimenez	Hang Ten Team
4th	Paul Hoffman	Zephyr Team

Women's 9 and under:

1st	Lark Calderon	Independent
2nd	Jennifer Diamond	Independent
3rd	NOT AWARDED	
4th	NOT AWARDED	

Men's 8 and under:

1st	Bobby Vega	Independent
2nd	NOT AWARDED	
3rd	NOT AWARDED	
4th	NOT AWARDED	

Freestyle

Women's 17 and over:

1st	Andrea Malczewski	Unity Team
2nd	Debi Eldredge	Unity Team
3rd	Desiree Von Essen	Skateboard Mag.
4th	Robin Alaway	Skateboard Mag.

Men's 18 and over:

1st	Russ Howell	Skateboard Mag/G.T.
2nd	Bob Mehr	Bahne/Cad.
3rd	Tom Sims	Skateboard Mag.
4th	Bruce Logan	Makaha/Logan Earth Ski

Women's 10-16:

1st	Kathie Bomelster	Makaha/Logan Earth Ski
2nd	Mary Zerkie	Unity Team
3rd	Francine Hill	Independent
4th	NOT AWARDED	

Men's 14-17:

1st	Kelly Mahon	Unity Team
2nd	Ty Page	Unity Team
3rd	Stacy Peralta	Zephyr Team
4th	Tony Alva	Zephyr Team

Men's 9-13:

1st	Mark Hies	Nautique
2nd	Mark Johnson	Skateboard Mag.
3rd	Joey Calderon	Palavan Team
4th	Eddie Katz	Makaha/Logan Earth Ski

Women's 9 and under:

1st	Lark Calderon	Independent
2nd	Jennifer Diamond	Independent
3rd	Jeannie Blood	Independent
4th	NOT AWARDED	

Men's 8 and under:

1st	Tony Lozano	Independent
2nd	Toby Riola	Independent
3rd	Bobby Vega	Independent
4th	George Waale	Independent

Cross-Country

Women's 17 and under:

1st	Desiree Von Esse	Skateboard Mag
2nd	Andra Malczewski	Unity Team
3rd	Debi Eldredge	Unity Team
4th	Susan Powell	Skateboard Mag

Men's 18 and over:

1st	Don Andre	(Unknown)
2nd	Brad Northrup	Fincon
3rd	Tom Sims	Skateboard Mag.
4th	Fred Flavell	Skateboard Mag.

Women's 10-16:

1st	Kathie Bomelster	Makaha/Logan Earth Ski
2nd	Francine Hill	Independent
3rd	Mary Zerkie	Unity Team
4th	NOT AWARDED	

Men's 14-17:

1st	Dennis Harney	Zephyr Team
2nd	Tony Alva	Zephyr Team
3rd	Steve Brown	Farrington Fin
4th	Stacy Peralta	Zephyr Team

Men's 9-13:

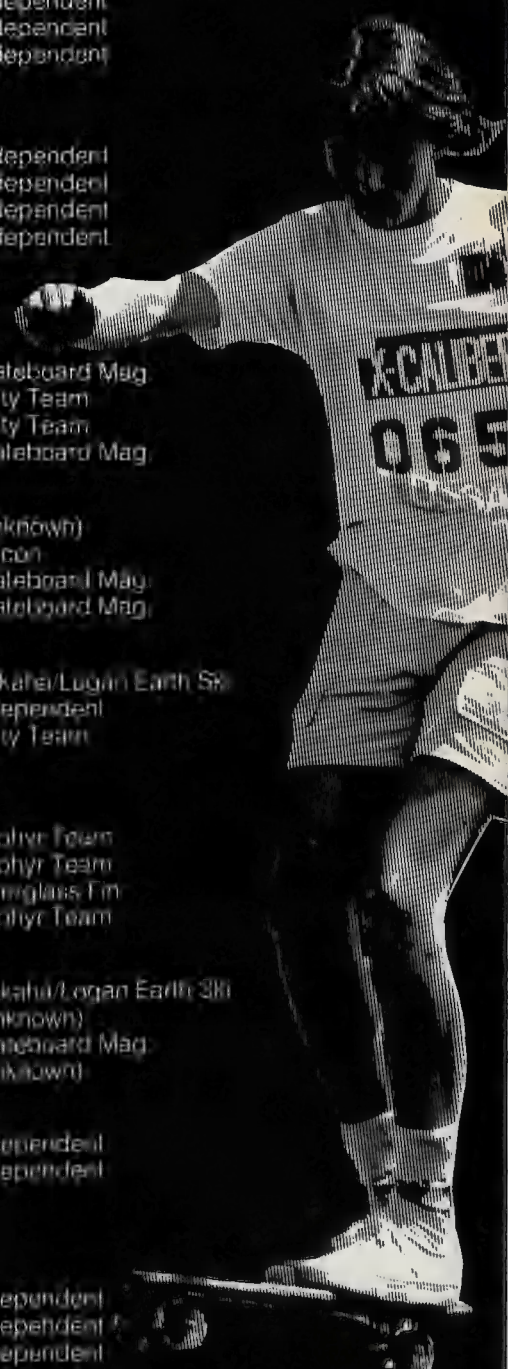
1st	Stan Searios	Makaha/Logan Earth Ski
2nd	Mark Humes	(Unknown)
3rd	Mike Fitekin	Skateboard Mag.
4th	Ray Luther	(Unknown)

Women's 9 and under:

1st	Jennifer Diamond	Independent
2nd	Jeannie Blood	Independent
3rd	NOT AWARDED	
4th	NOT AWARDED	

Men's 8 and under:

1st	Bobby Vega	Independent
2nd	Tony Lozano	Independent
3rd	George Waale	Independent
4th	NOT AWARDED	



Brian Beardsley.
Photo: Dan Gross



The "King of the Bowl," Randy Clark films with the "Fluid Drive" camera helmet as he rushes straight down the slope.
Photo: Skip Smith.

THE TOILET BOWL

by Skip Smith

Deep in an obscure canyon, amidst the baroque realities of the Hollywood Hills, lies a carefully guarded (by the locals) gathering spot for many more normally coastal oriented surfers. Why, you might ask, would any surfer with his



Randy Clark, cruising the Bowl's inner sanctum.
Photo: Skip Smith

A top skater with Toilet Bowl credentials, Ty Page, slides through a change in direction.



wits about him want to hang around the smog-ridden hills of Los Angeles? The answer is simple: this is where you find the infamous Toilet Bowl.

If you are familiar with names such as Bahne, Cadillac or Chicago, you might have already heard stories of the Toilet Bowl, for it is one of the most ideal spots for skateboarding I've ever seen. It is conical shaped like a funnel, about seventy-five feet across, and maybe thirty-five feet deep. There's a rim running around the entire circumference at the top, making it possible to drop in anywhere you like. There is also a ramp-type affair that starts at the top and makes two complete winds around the sides before reaching the bottom, making it possible to vary the severity of your initial drop in.

As would be expected, the rate of acceleration and the speeds reached here are very high, requiring an almost expert level of skateboarding ability to successfully ride the "Bowl."

There is a group who use the Toilet Bowl regularly who try to police the others and stem any problems before they occur. Tom Padaca, Randy Clark (Randy has successfully done a full somersault in mid-air while riding his skateboard), Dana Krimbo, and Randy Dowden are the main force in this group. Randy Clark has even gone so far as to write letters to the local city council and attend meetings to see what can be done about opening the Toilet Bowl to skateboarders — all this to no avail so far.

On one occasion, when we were out filming to update the skateboarding in our film, "Fluid

Drive," the police did show up. Not an ordinary black and white, but the full-on, undercover, plain-clothes variety. For skateboarding? I mean, really! Anyway, after threats of arrest were made, we were left to go on our way, with stern warnings not to show our faces at the Bowl again.

As it stands now, the city council is taking bids from local contractors to put speed bumps on the face of the Toilet Bowl to put a sudden stop to skateboarding. The locals are fighting it at the city council meetings, and doing everything else they can to keep the Bowl open, but the future looks bleak. Speed bumps in a drainage facility! What next?

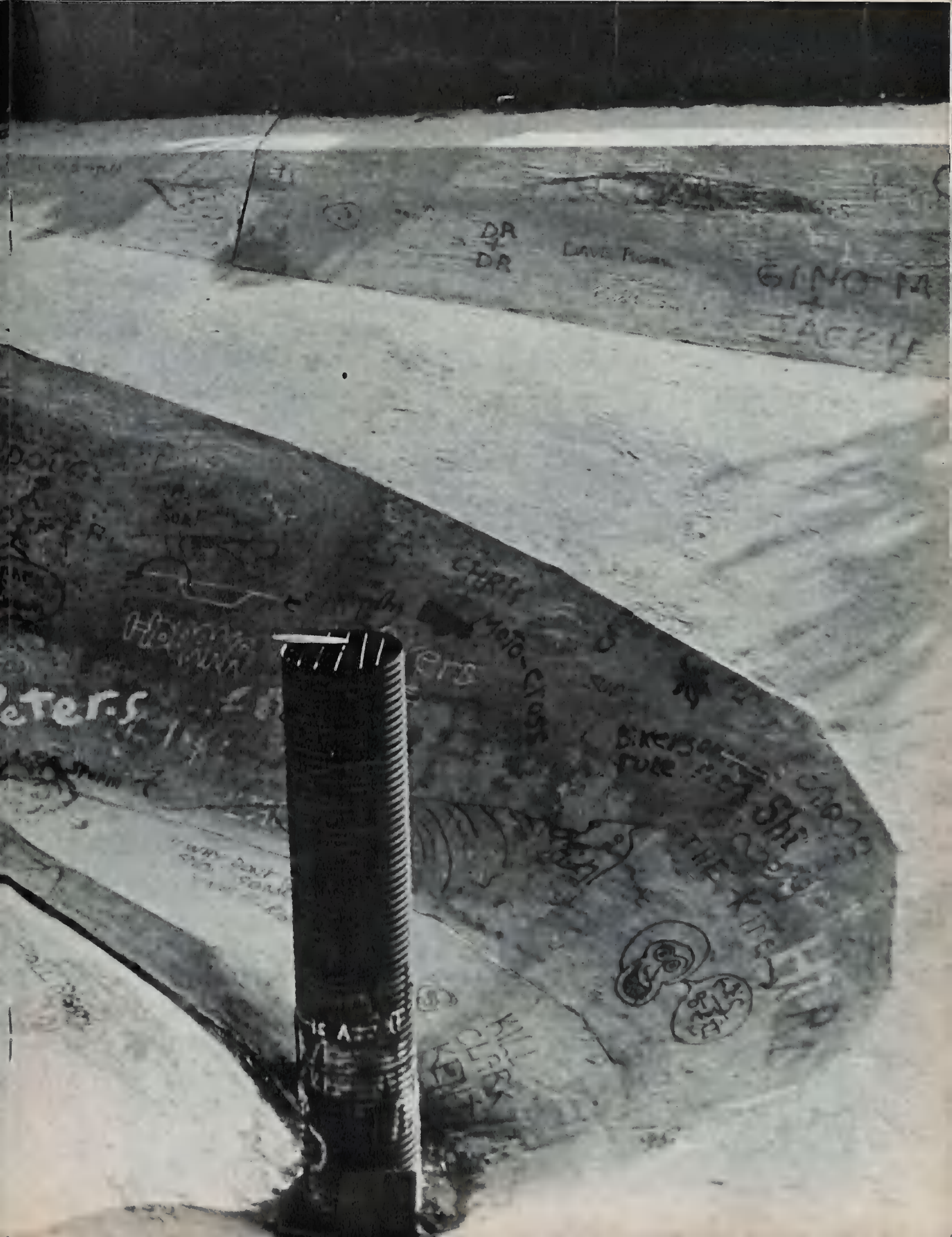
EDITOR'S NOTE: *Since the time of this writing, speed bumps have indeed further defaced the place, adding a new dimension to its physical graffiti.*



Entering the "locked in" phase at the Bowl. At this point, even a kickout can be disastrous.
Photo: Jeff Glancz.



An overview of the famous Toilet Bowl before the speed bumps were put in. Some of the crew wait under the tree in front of the usual takeoff spot, while the lone skater enters the fastest section of the bowl.
Photo: S. Funk



DR
DR

DAVE P...

GINO M
JACKIE

DOUG

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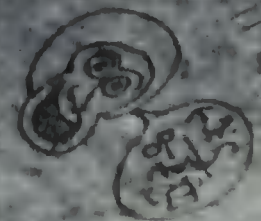
Peters

CHRIS

Moto-Cross

Bikers
rule

THE KING



KILL
CLER



IMPACT!!

The Art of Falling

"Taking the impact so that the bony parts of the body are spared the full force of the impact."

Photos - Tom Adams

Skateboarding is fast becoming a dominant sport among junior and senior high school students — as well as among those of us who are referred to as "over twenty-one" and still having fun, and over thirty, but still cooking set.

It is similar in skill to surfing and skiing — and is at least as popular.

With these sports there is a certain element of risk. It is generally accepted as part of the sport that you may fall and injure yourself. No one likes to talk about this, although injury is a possibility in any sport.

In most cases the advantages and the fun derived from the sport far outweigh the dangers and disadvantages of participating in games and competition. In fact, sport is more enjoyable because there is risk.

But, at any rate, people don't like to talk about the negative side of sport, skateboarding included.



Jeff Campbell is a consultant to Hang Ten, and is a secondary teacher in physical education. He is also currently head coach of the Hang Ten skateboard team.

They don't realize that through studying sports related accidents we can, in many cases, reduce the risk by finding out just why accidents and injuries occur.

Football has gone from a sport in which no pads were worn, to a sport in which helmets, shoulder gear, hip pads, knee pads and special shoes to protect the players against injury are standard equipment. Skateboarding is now going through such a growth.

By studying impact forces of a sport we can determine what kinds

of forces are involved, and what can be done to protect a person from injury. These studies are made in the same way the studies of impact forces in automobiles are made.

The reason then that we study impact forces is to avoid dangerous and unsafe acts.

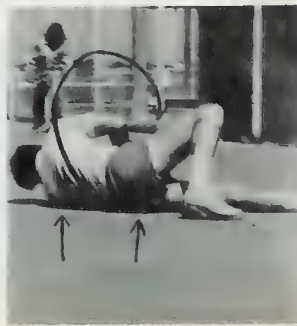
What Is Impact?

Impact results from a moving object meeting resistance. It is usually a violent reaction when the impacting body is small, and the resistant body is large — such as a skateboarder hitting the pavement.

Let's look at some of the forces that affect impact when using the skateboard.

There are five principal concepts that are related to impact that every skateboarder should know: mass, speed, acceleration, resistance, and absorption. These five concepts can be applied to almost

The Forward Fall





"Take The Impact Diagonally Across The Body"

any sport, and when applied in skateboarding can enable one to avoid serious injury.

Mass

Mass is the weight of an object, and is usually proportional to the size. The heavier the object the larger it is, and conversely the larger the object, the heavier.

Mass is also a function of shape; that is, how the weight is distributed in the mass.

If Johnny is five feet two inches tall, and weighs 175 lbs., we know that he is on the heavy side. His greatest mass will probably be in his legs and trunk. This

configuration will make him more stable on the skateboard, but less able to maneuver the board. On the other hand, if Johnny is six foot two inches tall and weighs 100 lbs., he will be less stable on the skateboard, but more able to maneuver.

Another thing to consider in defining mass is whether or not the mass is moving (the dynamic weight), or dead weight (static weight). Dead weight is weight that is not alive, with no impetus of its own. We are only going to be concerned with dynamic weight as it applies to the skateboarder.

Mass As It Relates To Impact

We can see the effect of mass by a simple illustration: suppose a large car and a small car hit the same wall. Which car do you think will damage the wall the most? If we look back at what we have said about mass and weight, we know that the large car has the greater weight, and the greater mass, and as a general rule the more the mass, the greater the force at impact. If you are a little skateboarder, you will make a smaller dent in the pavement (or yourself) than the large rider.

Speed or Velocity

Speed is one of the primary factors in many skateboard accidents.

When a skateboarder loses control of his speed he must dismount safely or suffer the

consequences. If he is riding on a flat surface he has to continue pushing the board with his foot to maintain speed. He is constantly accelerating and decelerating, picking up speed, and losing speed.

On a hill the situation is different. If he continues downhill in a straight line, he keeps increasing speed the farther he goes. His speed at the bottom of the hill is greater than at the top.

Speed As It Relates To Impact

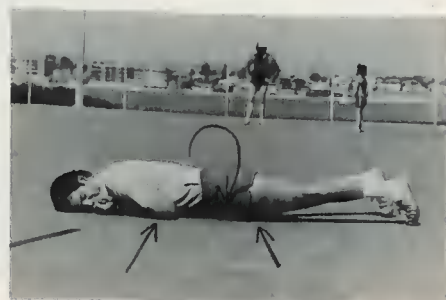
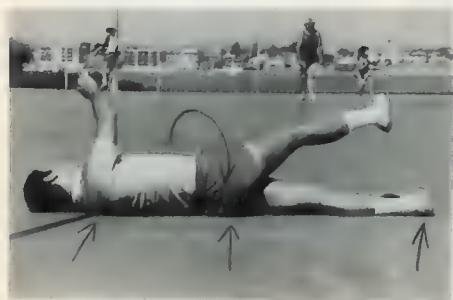
In impact studies we can say that the force of impact is directly proportional to the speed. The greater the speed, the more damage at impact. One way to reduce impact speed is to lower the center of gravity before falling.

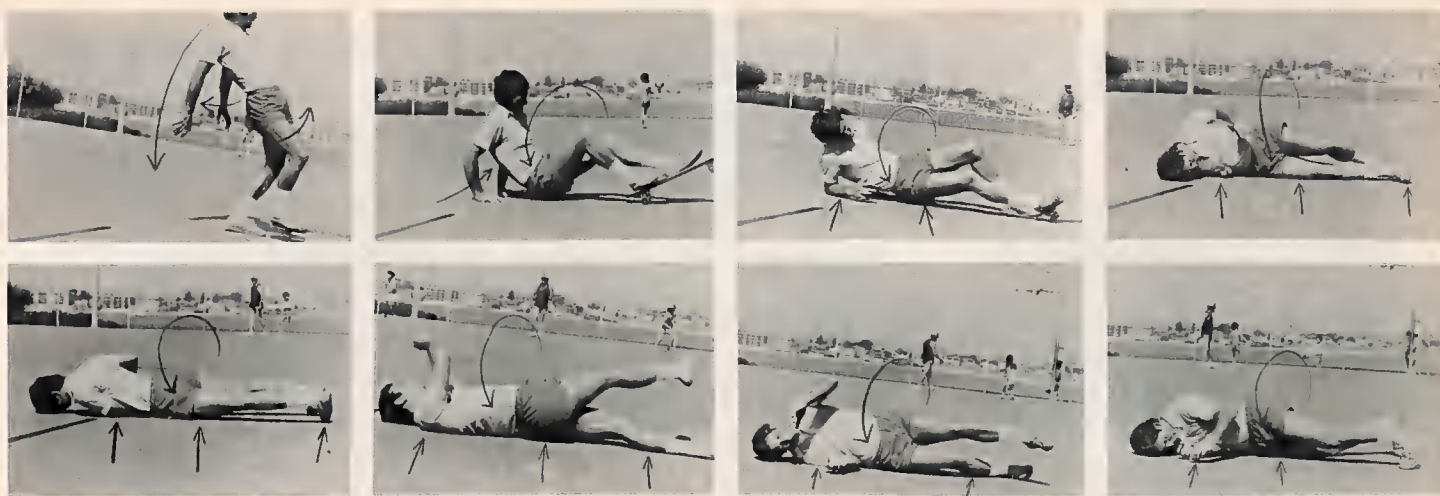
This maneuver reduces the distance of the fall, and will reduce injury. An example is to crouch down on the skateboard if you feel you are losing your balance. Even if one falls in this configuration, you will not fall as far and will sustain less impact on contact.

An example of this is what the American Medical Association calls the "skateboard fracture" in which the elbow shatters on impact. The elbow is a very small area with little cushioning to absorb the force of a blow. There is little skin and no cartilage or muscle to absorb the force of pavement on bone.

Most falls and their resulting

The Sideways Roll





The Backward Fall

injuries are received when the skateboarder loses his balance, falling forward or backward. Falling forward is the most common. injuries to the hand, wrist or forearm, or shoulder or head are the result of falling off the skateboard in a forward direction.

Injuries to the back, spine, and hips, or buttocks, are the result of falling backward off the skateboard. This kind of fall is usually more serious because of the importance of the injured area. All of these areas can be protected with the proper impact absorption techniques used in learning how to fall.

Absorption Of Force

The ability of the body to absorb force is important. There are fleshy parts of the body that are more capable of absorbing force than other parts. The fatty parts of the forearm, shoulder, buttocks, upper thigh, and outside of the calf and foot are examples. These areas are large muscle- and cartilage-covered areas that can absorb a great deal of force before there is real damage to the underlying tissues or bone.

Falling so that we land on the most naturally protected parts of the body is an art, and resembles the training that a student in the martial arts receives in impact training.

You won't slap the concrete as they do a mat, but you will learn to fall off a skateboard in the same way: taking the impact so that the bony exposed parts of the body are spared the full force of the impact.

Distribution Of Impact Force

Let's say, for instance, that you land on your wrist in a forward fall.

How long the impact force remains on those small wrist areas may make the difference between a bruise and a broken bone. The longer an impact force is applied to an area, the greater the chance of injury.

What we need to do is to distribute the force to other parts of the body before it has been applied long enough to do serious damage. One way of doing this in the forward fall, is to lower your center of gravity to reduce the fall distance, and to roll forward so that the head is turned away from the direction of the fall. In this way the absorption of the force travels from the fleshy part of the forearm to the back of the shoulder, from there to the opposite buttock and down the upper thigh to the lower leg and the foot.

Follow this fall progression with two or three quick sideways rolls. Almost any force that you encounter in skateboarding can be disposed of in this way.

To absorb impact when falling in the opposite direction reverse the sequence of the fall. Start with the fleshy part of the calf muscle, to the upper part of the thigh, across the buttock, to the opposite shoulder, (with head tucked in) to the forearm and then follow through with several quick sideways rolls.

Do not forget to lower your center of gravity before beginning the fall.

If you can do a somersault, you can do the impact fall. The only

thing different from the straight over somersault, is that in the somersault both hands on the ground are used as a prop rather than a spring as in the impact fall. One other difference is in the finish. In the forward somersault you tumble straight over whereas in the impact fall you start on one side, and finish on the opposite side. You are taking the impact diagonally across the body allowing the fleshy parts of the body to absorb the impact rather than landing on the bony areas of the head, spine, and buttock.

Rigidity In Impact

Rigidity upon impact is another factor that causes skateboard injuries.

When a person falls, the automatic response is to tighten the muscles and make the body rigid.

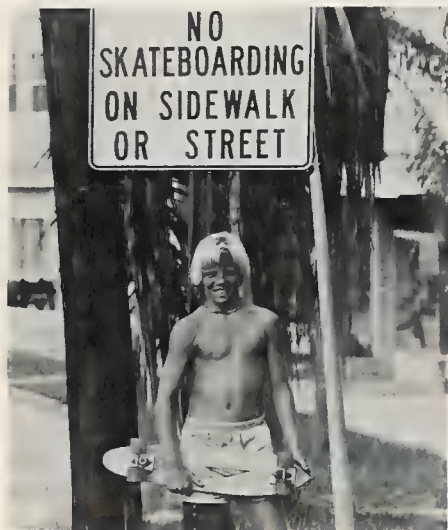
When a skateboarder does this in a fall the arm or whatever part of the body that hits the ground first, cannot flex, and the point of impact takes the full force of the fall.

If the arm is more flexible and acts like a spring, only a portion of the impact will be felt in the arm.

If you know that you are going to fall relax to it and use the body to take the fall properly.

I hope that what I have had to say in this article will help you to become more aware of how not to get hurt, and to enjoy skateboarding as the sport continues to grow. Now that you know your way around impact falling, the rest is fun.

Thanks Again,
Jeff Campbell 



"... but where do the children play?"

Adam Ziolkowski

11 years old, rides a Catri skateboard

A popular misconception about skateboarding, at least in Florida, is that the really hot skateboarders are in the 14 and older age group.

At age 11, Adam puts down all these beliefs. His combination of style and ability puts him with the best in Florida.

Adam rides a 24" flexi-hotdog board the majority of the time, and recommends a short stick for "flat riding," which means most of Florida. For hills (yes, we have some) he has a 28" downhiller for long, drawn out turns. Adam says that the longer board feels more like surfing. This, in turn, helps him keep tuned during flat spells. When not in the water, you can find him at his favorite hill, ripping. 🏄

Words and Photos by Larry Pope



Eyeing the pavement ahead, Adam adjusts his turn.



Flowing through the "esses."



Powering Florida flatlands.



Stacy Peralta, one of Dogtown's finest, with his back up against the wall.

Stacy Peralta

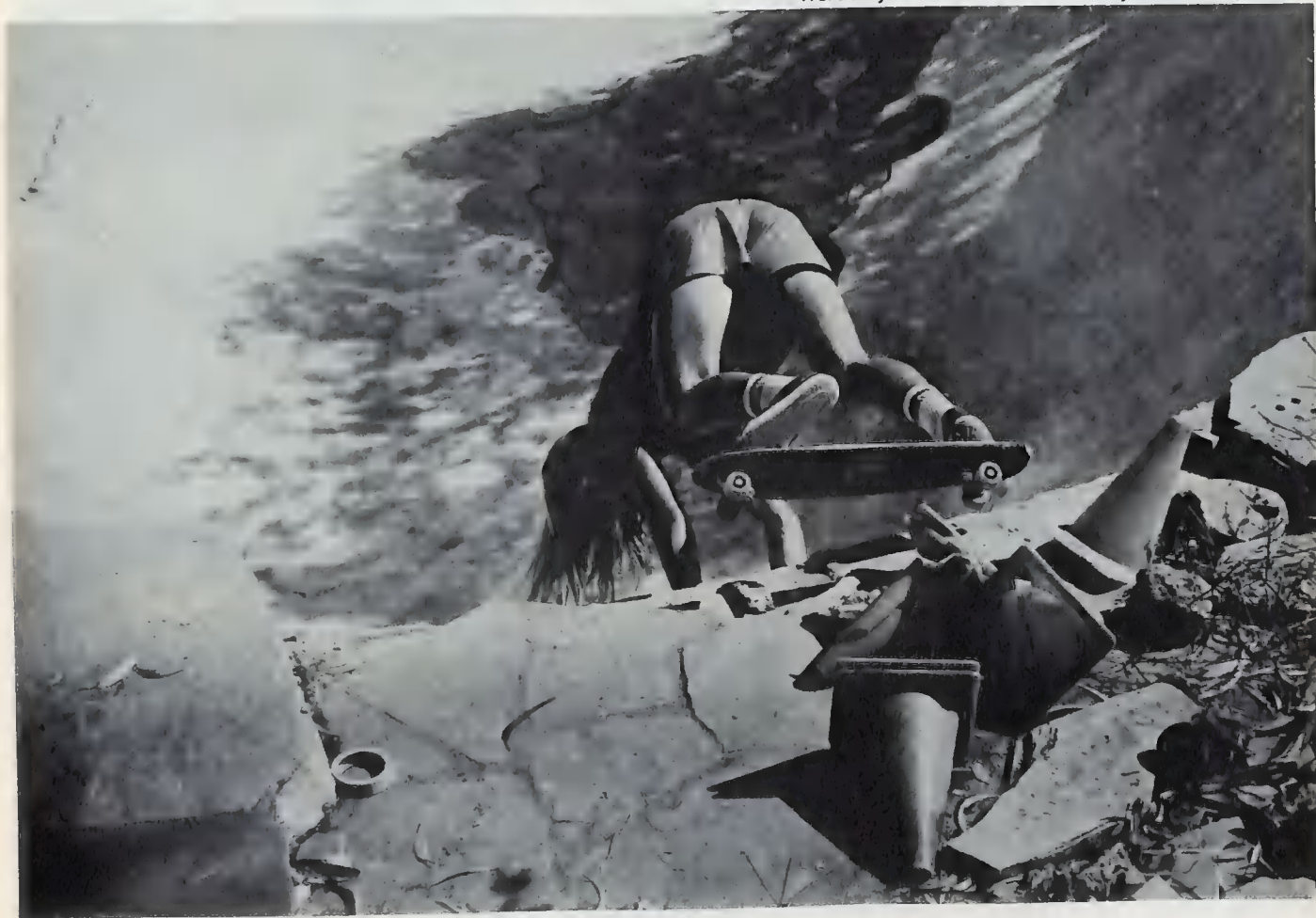
16 years old, rides for Jeff Ho/Zephyr Productions

Stacy Peralta is prototypical of the emerging new style in skateboarding today. At sixteen years, he has been riding skates "off and on" since the age of six (after watching him, one suspects he was mostly on). Stacy describes his early days as mostly "a downhill surf-skate style based around weight shifting."

Recently, along with some friends from the Santa Monica area, he entered the Del Mar Ocean Festival Contest just to see what it would be like . . . and somehow wound up placing sixth or eighth in freestyle. Until this point, Peralta had considered himself a "surf skater as opposed to a trickster." This initial exposure to the varied criteria of freestyle competition caused Stacy to concentrate on learning some of the "conventional maneuvers" under the tutelage of Chris Dawson and Tom Waller. Apparently his endeavors in this direction are beginning to pay off, judging by his recent competitive outings:

Santa Barbara; 2nd slalom,
3rd freestyle
Huntington Beach; 1st slalom,
3rd freestyle
Los Cerritos; 3rd overall
Long Beach, 1st slalom

Words by Ron Grithon Photos by C. R. Stecyk III



Stacy in vertical displacement. Sometimes by being in contact, you get out of contact.

Orange County; 1st freestyle,
2nd overall
Steve's South Bay; 1st slalom,
2nd freestyle

Many seasoned skaters now consider Peralta to be the best all-around competition on the circuit, due to his unequalled proficiency in the banked, flat, downhill and slalom areas. Stacy credits his surfing and skiing experience with a lot of his success, because the weighting and unweighting actions are so similar to skating.

Stacy enjoys free skating for fun, and really doesn't "dig the formalization of skateboard contests;" consequently, he plans to continue in organized meets "only as long as it remains interesting." As a sidelight, Stacy wears out a pair of shoes every two weeks. He says the pants last a little longer. 🐼



Kids running wild in the street with whiteline fever.



Store owner says it keeps them out of the shop and on the street.



Steve Cathey, just cruising.

Steve Cathey

**16 years old, rides for the
Gordon & Smith Fibreflex Team**

It was one of those typical surfless Sunday afternoons, and some of the best skateboarders in San Diego County had gathered for a photo session at an uncompleted housing tract. Amid all the incredibly hot skateboarders, one new guy really

stood out — no one seemed to know who he was, but in retrospect, he must've come with teammate Chris Yandell, a regular visitor to our weekly gatherings.

The guy's name was Steve Cathey, although we weren't to learn it until much later. Particularly smooth and flexible of body, he was able to get as low on turns as anyone, and the photos taken that first day were later to reveal a remarkably photogenic style very much like Greg Weaver, who Cathey says is one of his favorite skateboarders.

While Steve enjoys tricks and speed runs, he's mostly into maneuvers that relate to surfing. Later, we came to find that what Steve was really known for was his



Avoiding the pitfall immediately below, Cathey power slides across the slope headed for the flat.

*Floating on the heat waves
on a hot summer afternoon.
Is that a cool oasis or just a mirage?*



mastery of a very difficult drainage ditch in La Jolla known as Pipeline. A fairly well-hidden spot, Steve discovered it four years ago while riding his bike through a canyon. He rode the sloped walls that ran along both sides of the giant 12' - 15' pipe on his bike for a while, and didn't think much more about it until skateboarding came back into fashion last year.

Extremely steep and rough in spots, Pipeline has claimed a lot of skin and shoes. When Steve's riding Pipeline consistently, he normally wears out a pair every week, even with glued rubber pads on the toes, an expense which has sent him rummaging through numerous budget counters. 🐼



There seems to be a bit of controversy over the name of this maneuver, but whatever it is, Steve's got it wired.



Full "christie" extensions.



Breezing through a downhill run.



Russ Howell. Photo: Nancy Strout

Russ Howell

**26 years old, rides for
Grentec Skateboards**

As the late afternoon shadows of the clustered fairground buildings chase the sunshine from the freestyle platform, the last of 16 finalists carefully places his arsenal of skateboards around the perimeter. Prior stellar performances by some of the best skateboarders in the world have pushed the judges' scores to within

half points of the maximum allowed, leaving no doubt in anyone's mind that now only a totally perfect score could produce a victory. The pressure normally would be enough to choke even the best competitor.

Seemingly unaffected, a relaxed Russ Howell jokes quietly with the spectators around the rim of the platform. The intimidating horn signals the start of the heat, and Russ moves methodically through his predetermined paces. Unflinching, his muscular frame goes through the difficult ballet-like phases of his freestyle routine, hardly touching the ground at all until the last horn sounds the end of the heat and contest.

The mingling crowd senses a close one, as Russ' score was, at the very least, near perfect, maybe even perfect. No matter who you pick to win, everyone agrees —



*Strength vs. gravity, as portrayed
by Russ Howell in a hand-
stand jump. Photo: Dan Gross.*

Russ was "in there." When the results are announced, it becomes a certainty . . . Russ has won another one. His eighth win out of ten recent contests to be exact.

A model competitor and genuine "good guy," Russ has done more than anyone to promote the credibility of skateboarding by taking it into the dance-art form stage. Although a skateboarder for 16 years, he only became actively involved in competition recently. As a physical education major at Long Beach State, he volunteered to help teach kids skateboarding at a park ("because it helps keep you young"), and was talked into competing by his students. One contest led to another, and before long he had strung out five victories in a row, and became kiddingly referred to as "Grandpa Russ" by his teammates, as his dynasty continued. 🐼



Body dynamics and control is the essence of freestyle excellence. Photo: Steve Haag.



Handstand carve off a banked wall at the Huntington Contest.

Russ and Laura Monahan on an early tandem effort. ". . . and it only hurts when you fall."





Woody Woodward, preseasoned old salt.

Woody Woodward

21 years old, rides for the Logan Earth Ski Team

"Watch Woody!" someone shouts, breaking the silence of an exhausting hot summer day. Turning around to look, you see a form skate rapidly and somewhat distortedly through the simmering

heat waves rising off the street. The form, becoming distinguishable as it draws closer, is rushing toward a wooden jump. With one gazelle-like spring, the jumper clears the wooden bar and lands solidly on the still-racing skateboard.

"Alright Woody!" the voice chimes in again, as the skater again melts off into the distance.

The "Woody" in this case is one of the original hot boarders of the 60's, Woody Woodward. Ten years ago, SKATEBOARDER Magazine published an article on the very young Woody. He had started skateboarding at the age of 9, and at the time of that writing, he was the winner of all the divisions in his age group at the Internationals in Anaheim, and already a well-recognized young personality.



A soulful sweep of an uphill turn.



Effortless execution of a perfect nose wheelie.

Today, Woody lives and surfs at Topanga Beach in Santa Monica, as he did in the 60's; and, not surprisingly he still rips on a skateboard. His teammates have a jump which they all practice on, pushing each other, literally, to greater heights, but hardly ever clearing the highest notch at 3' 10". However, the jump had to be recently redrilled, as Woody could consistently clear the old record height by a wide margin. Even when moved four notches higher, Woody still cleared it easily.

Although Woody is mostly into downhill slalom (and an excellent racer in recent contests), he's also one of the original trick performers, having a full repertoire of moves which he executes effortlessly. But it's most probably the high jump where he has no peers. 🐾



Two perspectives of a banked curve.



Woody, clearing the bar easily at the old height . . . still a tough act to follow.





The "incredible" Ty Page.
Photo: Dan Gross.

Ty Page

**17 years old, rides for
Unity Skateboards**

"Incredible" is the only way to describe Ty Page from Hermosa Beach, as he always seems to be pulling off some stunt . . . like jumping out of trucks, off stacked up tables or whatever is convenient.

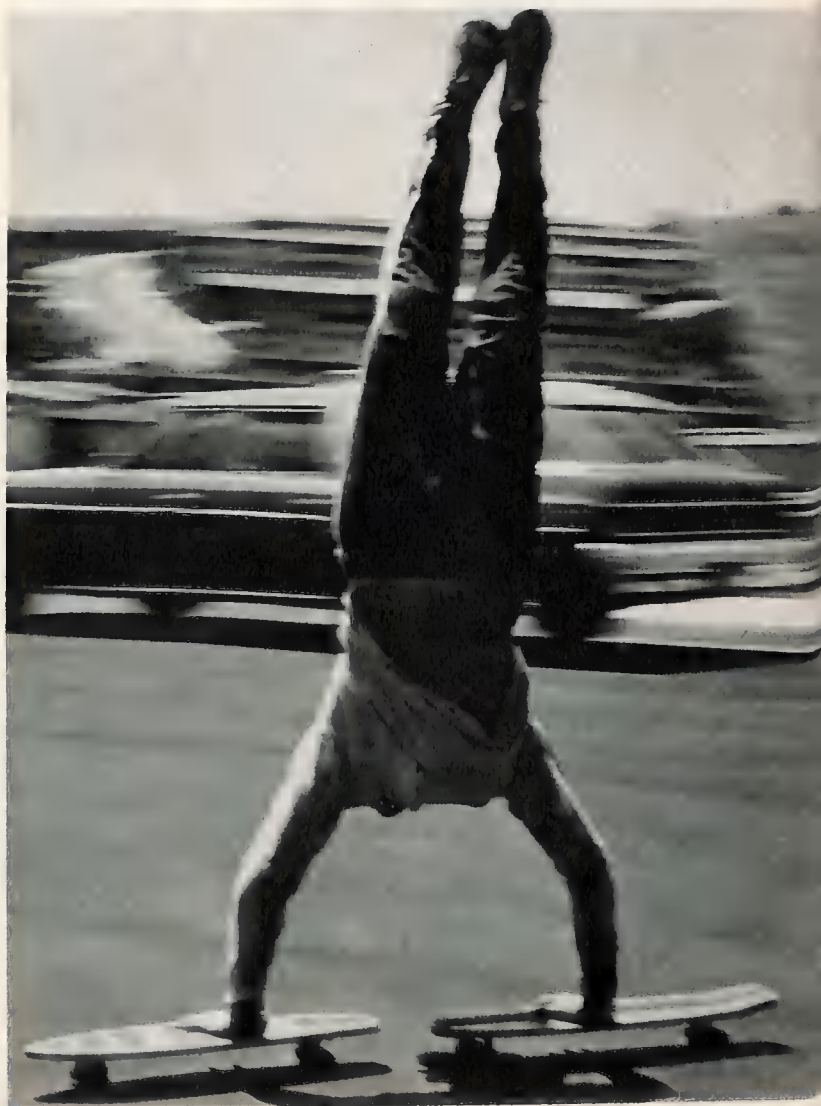
Although still in the juniors, he's consistently placed 1st or 2nd in the freestyle division at the major

skateboard contests, and is considered to be one of the best of any age group (along with being a perennial crowd favorite). Possessing an occasional showman's flair, he arrived at the Torrance contest in a chauffeured limo.

An excellent surfer for years, he seems to have temporarily switched his emphasis to skateboarding. As the top member of one of the hottest, most well-rounded teams ever assembled, he's looked up to as the "old codger" of the group at the ripe old age of 17.

Rumored to have learned a lot from Bruce Logan when the Makaha team was reformed in 1969 or '70. Ty's gone on to create a casual style of his own, revolving around tricks and jumps, for the most part, but strong also in the speed runs, sloped walls,

*Blending trick proficiency with stylish grace in a "1½."
Two shots from a 5-shot sequence.*



"I can't do that trick." - Ty Page.

swimming pools and downhill slalom. Before the Toilet Bowl's demise, he was one of the more outstanding performers.

Presently, Ty's working on nose wheelie jumps off of curbs, and finding some higher platforms to fly off of . . . like a house, maybe. To cool off from hot, sticky days of playing in the streets, he has been known to jump off sixty-five foot cliffs into deep ponds of water.

The few tricks Ty doesn't know, he learns quickly. So quickly, in fact, that even Bruce Logan hesitates to work out on his new tricks while Ty is lurking around. "Don't tell Ty!" is Bruce's usual remark. When Ty does happen to see something new, he can often be heard to mutter, "I can't do that trick," only to be seen shortly thereafter . . . an accomplished artist of the move. 🐼



Taking a break from rigorous freestyle practice, Ty takes on a downhill run.

Within several runs on his first day in a pool, Ty had it wired.



Wheelie control at speed.



A casual one-footed tail wheelie.

POOL DUEL

Whenever you get a collection of skateboarders together, there always seems to be a casual, unspoken challenge causing each rider to push to his own personal limit, and sometimes beyond it. In skateboarding, or riding motobikes through extremely vertical situations, it's no different . . . only in an empty pool the consequences are a bit heavier and the frontiers of fly knowledge have yet to be fully pioneered. How high can you go without ejecting backwards into a concrete soul kiss? Seeking the attainable limits of radicalness is what the Pool Duel is all about.



Sometimes it's just a lot easier to hang out in the shallow end . . .



Each pool has its own personality. Here Scott Williams faces the more difficult wall.

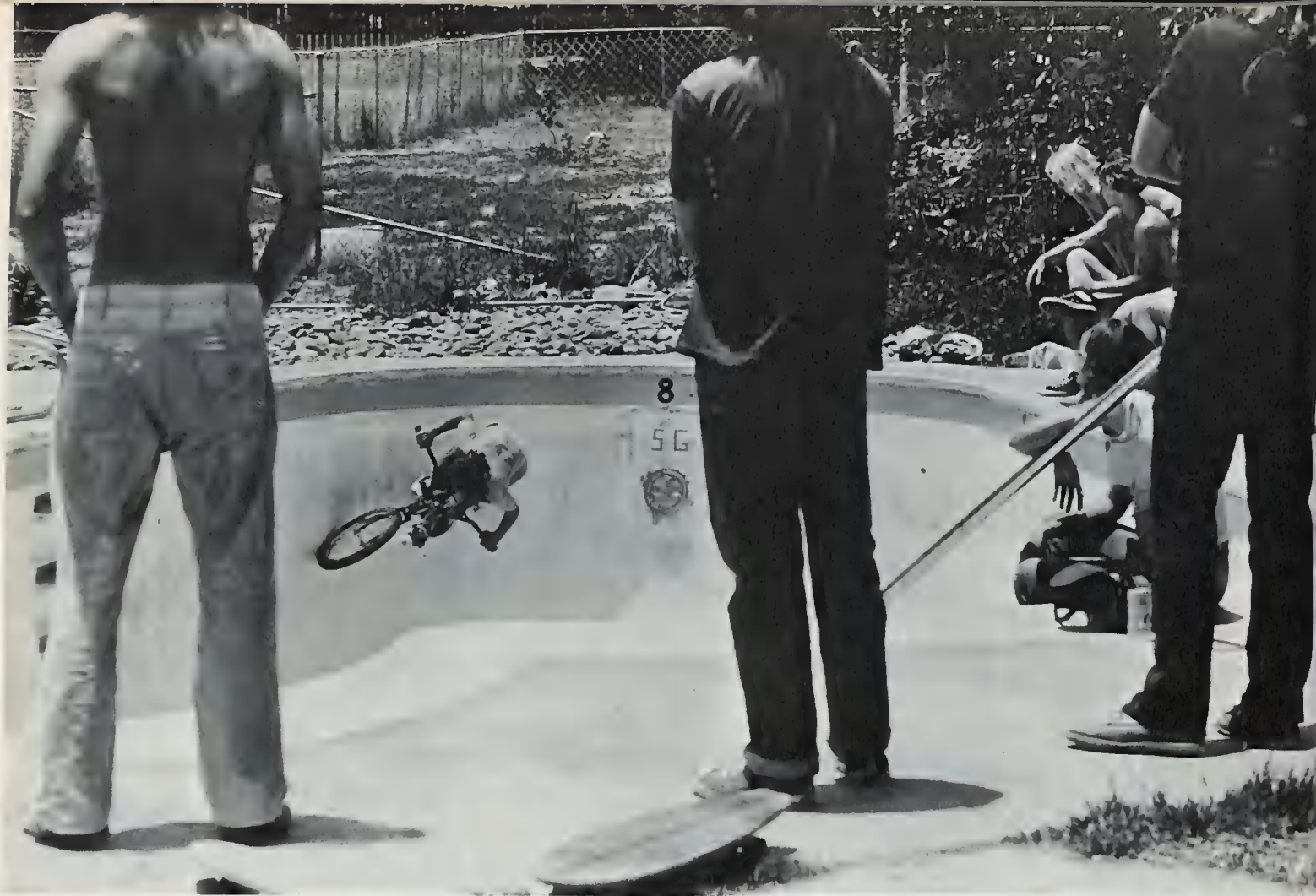
Photos by Warren Bolster



Just when the skateboarders thought they were approaching maximum performance, ten-year-old Randy Davila pedals up into a "blue tile ride" . . .



. . . and chases his shadow through the bottom end of the bowl.



The heavy skateboarders stand silently awestruck watching Randy at play in their pool.



While Mom and Dad are away, the pool takes on a whole new recreational value.

Visitor Glen Woodruff quickly adjusts himself to the higher altitudes.



Greg Weaver and Murray Estes find that there's room for two in the bowl.





Greg Weaver experiences a brief moment of weightlessness before retrofiring rockets.



Randy Davila hanging out seven feet off the ground on his centrifugal glide path.



Weaver into the reentry phase.

The view from below as Greg Weaver circles like a bird in a thermal.





The skateboarders, not conceding defeat, counterattacked with a "blue tile ride" of their own. Steve Gregory sets a new 4-wheel record height.



"You gotta learn to walk before you learn to fly" . . . Don Barrios attempting to run out of an over-ambitious mistake.



*The once-placid pool
becomes an orbital arena
for altitudinal gladiators.
"Pee Wee" Castro on a
flight he made . . .*



*. . . and one he didn't.
Rubber breaks away just
like urethane only at a
different frictional
coefficient. 🐼*

FOCUS



*Nathan Pratt exploring new levels of summer madness.
Photo by C. R. Stecyk III.*



Roy Jameson, full throttle off the top at the Hawaiian hot spot, Uluwatu. Photographer Jeff Divine shot this angle while Bernie Baker (in the background) covered another.



Denis Shufeldt, dancing through a fast slalom run. "Commitment, concentration, freedom." – Steve McKinney, 1974 world snow ski speed record holder (117+ m.p.h.).



Easily the top nose wheller performer in the world today, Brian Logan is into total control of 360° and 720° nerving turns. Wearing the scrapes on his back from 6th he didn't make, he enters the top end of the 1st wk.



Ty Page exhibiting perfect nose wheelie control through the cones.



Super control by Torger Johnson, one of the all-time greats of skateboarding.



Little Eddie Katz leaning back playing balance games with the wind.

Shugo Kubo. Hand jive or . . .
stretching speed through space and
time. Photo/C. R. Stecyk III.
" . . . and he pointed his fingers and
his board took off as if by magic."



Paul Constantineau oblivious to the cultural interplay of Skatetown. Photo: C. R. Stecyk III.



Photographer Danny Sprague caught Murray Estes compressing off the top.



Tracking upside-down on the ultimate bowl attack plan, Mark Dittmer has touched on the best of two worlds in a half-filled swimming pool. Photo by Mike McCoy.

Just feet ahead of the black hole, Steve Cathey takes on one of the best drops of his life. "... and it's 15', steep and fast everyday."



The amazing Brian Parry, upside-down and off the lip. Note the previous tracks. Photo by Scott Jacobson.



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Jennifer Lou Johnson

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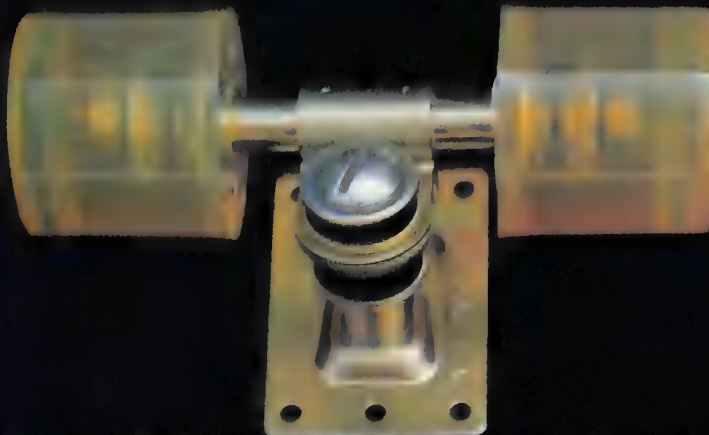
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photo Larry Bertleman

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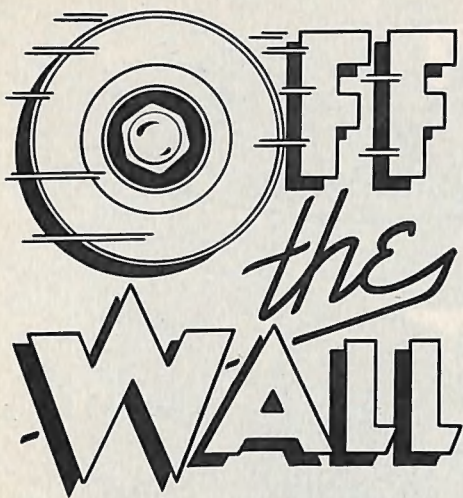
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Skate stars **Russ Howell** and **Torger Johnson** are scheduled for TV's massive exposure — Russ on **Johnny Carson's** show — in the wings for three nights and still not tubed by press time; and Torger on the **Mike Douglas** show — giving a couple of lessons and doing all the tricks on the stage and in the street.

The fabulous **Zephyr** crew become an insane mass of flying boards and bodies when they hit the track, but they also are out into the street — you'll recall the street as being the "in" spot in this post hippie recognitive adventure. Those guys rip and tear, along with other small collections of high-energy types hidden out along the California coast and even further east. The proof of all this is now becoming available on film.

CELLULOID FANTASY FACTORY

Chris Carmichael has managed to fully equip himself with lotsa good stuff for a full-out skate flick, with hopes of even some outer island downhill coverage — plus a lot of pools, banked walls, contests, etc. All we've seen so far is rough footage, but I'll tell ya there's some fine sections blowin' by.

Meanwhile, **Bud Browne** has integrated his edited skate footage into "Goin' Surfin'", and stoking his full houses with it. He's also shooting more, with no definite plans as yet. Would a full feature skate flick be too much to hope for? Our Super 8 undercover heroes, **Spyder Wills** and **Greg Weaver**, are still adding more footage, and paying the rent. Their time schedule has been set back considerably because they refuse to leave Laguna on the weekends, 'cause it's just toooo heavy to fight the summer traffic in the heat — also it's dangerous. When they do escape the once-quaint village limits, it's mostly to practice pushing Weaver's car.

NEW PRODUCTS DEPT.

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Along with being front-page news for the San Diego Union, **Bahne** engineering has developed an entirely new skateboard, including their all-new, super-wide Cadillac wheels and Bahne truck assemblies, which feature wider tracking, with a 3/4" wider axle housing. The entire assembly is all unitized welded steel, and the unidirectional extruded board itself

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Bruce Logan has accomplished a first — winning two contests in one weekend; and our own celebrated **W. B.** recently placed 3rd in the Encinitas Slalom. We say whoa hey. "A day in the life of G. K." On a down day, Bobby Bodean and I headed up the coast, hoping for a little skate action. Arriving at a favorite spot we encountered some friends and everyone headed for the main run where all "the hot guys meet." After awhile da boys were ready to start racing. The most intense of activities, the rush seems to be the reason. After a few 30-40 m.p.h. streaks, the aggressive crew was ready to amplify. A half dozen of the most full-on racers held on to the back bumper of a station wagon, as we started up, one after another of the pack broke off as the car continued to accelerate, yet I remained. Soon the pack was far behind, and suddenly (Ed's note: 55 m.p.h. at this point) my board maxed out — super speed wobbles, and it finally just kinda blew up under me. Somehow I pulled myself into the car and a moment later I lay on my belly in the back of the wagon. I couldn't explain how I got there. My shoes were burning and worn where they dragged, and everyone flashed on the whole thing, "you were almost killed." "With just pants and shoes on, the pavement would have ground deep into my flesh." It was one of the heaviest experiences of my life, yet now it seems like a dream. I don't think we realize a lot of things. I have been close to death several times in my life, and each time I have the same feeling that something pulls me through. For people who think they're into the high risk aspects of skateboarding, consider the following:

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And if you're going to race — be warned — the price you pay may far outweigh the thrill.

—Gary Keating

And Mellow Catnip says hasta . . .

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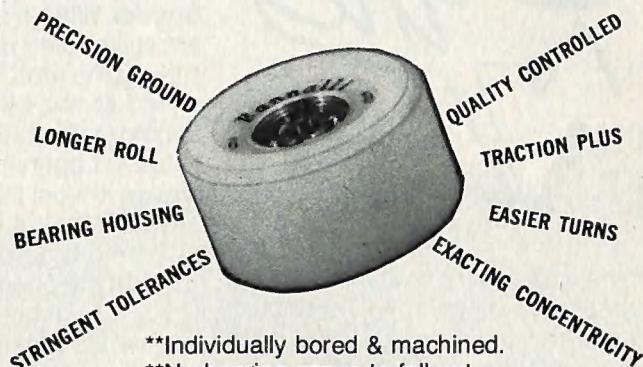
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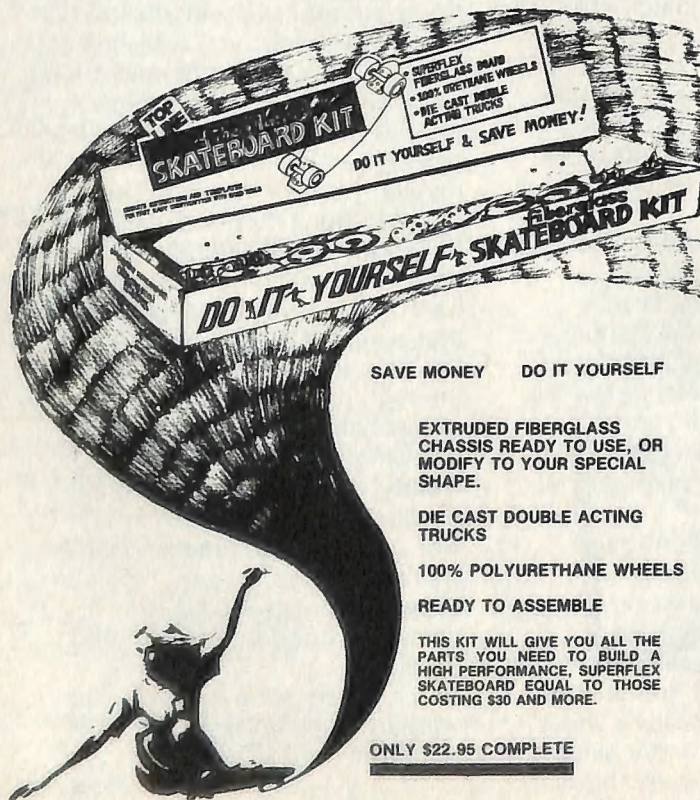
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